The Mining Journal,

RAILWAY AND COMMERCIAL GAZETTE:

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 1200.—Vol. XXVIII. LONDON, SATURDAY, AUGUST 21, 1858. STAMPED.....SIXPENCE. UNSTAMPED..FIVEPENCE.

MR. JAMES CROFTS, MINING AND SHAREBROKER, No. 1, FINCH LANE, LONDON (established 14 years), TRANSACTS every kind of BUSINESS in MINING SHARES, but, not being a DEALER, BUYS and SELLS only on orders confided to him.

Mr. CROFTS refers the readers of the Journal to his weekly article on the changes and state of the market, on page 555, in which will be found general and particular discussions on the value of mining property, on, or irrespective of, the market; his opinions being backed by experience, but not offered as infallible. He will be happy to advise capitalists into safe investments at all times.

MR. JAMES LANE, No. 29, THREADNEEDLE STREET, MINING SHARE DEALER.

REMOVAL.—JAMES B. BRENCHLEY to 19, TOKENHOUSE YARD, LOTHBURY (by the Bank of England). Has BUSINESS in the following DIVIDEND MINES. Is a BUYER, for CASH, of most of the mining stock quoted in this Journal. FOR SALE—

Alfred Consols.	10 Hingston Down, £3½.	5 Tolvadden, £6.
Buller.	10 North Frances.	10 Lelant Consols, 30s.
South Frances.	20 South Carn Brea, £3½.	20 Ludcott, 32s. 6d.
Grambler, £150.	20 West Par.	20 North Downs.
Kitty (Lelant), £9.	20 Vale of Towy, 18s.	15 North Robert.
North Basset, £10.	1 East Tolgus, £56.	20 Queen of Dart, £2.
	50 Redmoor, 5s. 9d.	

Mr. BRENCHLEY is prepared to deliver any, or all, of the above, if unsold, and suggests early application, and particulary recommends for a speedy rise North Basset, South Carn Brea, Trewentha, North Downs, Hingston Down.

Bankers: London and Westminster, Lothbury.

[In Mr. BRENCHLEY's advertisement, last week, 20 West "Providence" was inserted by mistake for West "Par."]

NOTICE OF REMOVAL.

PETER WATSON, ENGLISH AND FOREIGN STOCK, SHARE, AND MINING OFFICES, 3, OLD BROAD STREET, LONDON, E.C.

The lease of my offices and adjoining buildings having expired, and the Magnetic Telegraph Company having taken the site for building a large establishment and offices, I beg to inform my friends, subscribers, and correspondents, that I have taken temporary offices as above, until the new offices are ready.

A SPECIAL REPORT (WEEKLY) WILL APPEAR IN PETER WATSON'S "MINING CIRCULAR," by his own Agents. ABRIDGED REPORTS will also be given, and important information on the present and future operations and prospects of mines throughout Cornwall and Devon, with advice thereon as to purchase or sale of shares.

Those who desire to have copies regularly sent them will be supplied for an annual subscription of £1 1s., or 6d. per copy. PETER WATSON.

English and Foreign Stock, Share, and Mining Offices, 3, Old Broad-street, London, E.C.

MR. H. B. RYE DOES NOT ADVERTISE PRICES OF MINING SHARES, because the practice is highly prejudicial to mining enterprise, and to public interests. The prices advertised are no guide whatever in investing, and no reliance can be placed upon them. In consulting these advertised prices, it will always be found that many eligible investments are WILFULLY depreciated, and many rotten and utterly worthless concerns foisted upon the public. Mr. Rye begs, however, to state that, having a large connection, and practical experience extending over 18 years, he is enabled to offer the soundest advice regarding LEGITIMATE investments, and to transact business upon terms most advantageous to his clients.

Offices, 77, Old Broad-street, E.C.

SHARES WANTED.—

Kitty (Lelant).	Alfred Consols.	Levant.
Grambler and St. Aubyn.	Carn Brea.	Rosewarne United.
Providence.	South Carn Brea.	West Seton.
Elijah and Wentworth.	United Mines.	Mary Ann.
Camborne Vean.	Hingston Down.	Great Wheal Vor.

H. B. RYE, 77, Old Broad-street, August 20, 1858.

MR. LELEAN, BROKER AND SHAREDEALER, 4, CUSHION COURT, OLD BROAD STREET,

Recommends the following mines for investment or speculation, at market prices:—

Buller and Bertha.	Kelly Bray.	West Basset.
Botallack.	Margaret.	West Grenville.
Bell and Lanarth.	North Levant.	West Par.
Camborne Vean.	Old Tolgus United.	West Wheal Seton.
Carnyorth.	Par Consols.	Wheal Buller.
Ding Dong.	Pendeen Consols.	Wheal Basset.
Drake Walls.	Providence.	Wheal Charlotte.
Great Alfred.	Redmoor.	Wheal Grenville.
Great Busy.	South Frances.	Wheal Mary Ann.
Grambler and St. Aubyn.	St. Ives Consols.	Wheal Margery.
Great South Tolgus.	Tolvadden.	Wheal Trelawny.
Herodsfoot.	Vale of Towy.	

All orders promptly attended to. Commission, 1¼ per cent. on all transactions. Letters to be addressed up to Wednesday, the 25th, to me at Samuel Higgs, Esq., Penzance, Cornwall.—August 20, 1858.

MR. MICHELL continues to DEAL in British MINE SHARES, and has the following FOR SALE:—

Alfred Consols, £8¼.	15 Pendeen, £3¼.	50 Cather. & Jane, 6s. 6d.
Tincroft, £3¾.	50 West Grenville, 12s. 6d.	10 East Russell, £5½.
North Downs, £3½.	20 Harriett, 25s.	50 Lady Bertha, 8s. 6d.
Wheal Addams, 18s.	10 South Carn Brea, £3¾.	50 West Par, 15s. 6d.
Hingston Down, £3¼.	24 Wheal Glynn, 16s.	10 Grenville, 35s.
East Alfred, 17s. 6d.	30 Treweatha, 24s.	5 Margery, £11¼.
Kelly Bray, £2½.	50 Vale of Towy, 20s.	

, Austinfriars, London, E.C., August 20, 1858.

NO CAPITALISTS.—RELIABLE INFORMATION may be obtained on application to the undersigned, in respect of MISCELLANEOUS SECURITIES generally. BANKS, INSURANCE SHARES, LAND COMPANIES, MINES (British and Foreign), RAILWAYS, FOREIGN STOCKS, and the PUBLIC FUNDS BOUGHT and SOLD at the closest market price, and at moderate commission. References given and required. JOHN BATTERS, Stock and Sharebroker. 16, Throgmorton-street, London, E.C.

HENRY GOULD SHARP, MINE SHAREBROKER, 32, POULTRY, LONDON, E.C.

MR. JOHN RISLEY, MINE SHARE BROKER, JAMAICA COFFEE HOUSE, ST. MICHAEL'S ALLEY, CORNHILL, LONDON. Commission, 1¼ per cent.

Mr. J. RISLEY recommends the following dividend and progressive mines to the especial notice of capitalists:—South Caradon, Par Consols, Carn Brea, Wheal Trelawny, Vale of Towy, Great South Tolgus, North Downs, East Basset, and Pendeen Consols. I have frequently drawn the attention of capitalists to this mine, believing it to be a mine of more than ordinary promise; those holding bad or doubtful stock would do well to get out and buy up these shares.

GEORGE BUDGE, of 4, ROYAL EXCHANGE BUILDINGS, LONDON, has SHARES FOR SALE at the following prices:—20 Huckworthy Bridge, 11s.; 20 Wheal Grenville, 35s.; 50 Treweatha; 50 Devon Great Elizabeth; 20 Lady Bertha, 9s. 6d.; 1 Grambler, £155; 1 United Mine, £82½; 200 Molland: 20 North Frances, £7½; 50 Vale of Towy, 17s. 9d.; 3 Margaret; 20 North Downs, £2¾; 10 East Basset, £98; 20 Calstock Consols; 25 Kelly Bray, £2½; Great Wh. Vor. £2½.

MESSRS. FULLER AND CO., 51, THREADNEEDLE STREET, LONDON, continue to TRANSACT BUSINESS in BANKING, BRITISH and FOREIGN MINES, INSURANCE, RAILWAYS, &c. The great impetus given to mining, and the advantages over and above all known securities is apparent to the capitalists, who are quietly availing themselves of the opportunity afforded in securing both Dividend and Progressive Mines; the former paying safely 15 per cent., whilst the latter only attain that state, but rise in value from 1 to 500 per cent. The following shares present every prospect of success:—

Dale Lead.	Edward.	South Lady Bertha.
Ballyvirgin.	East Wheal Russell.	United Mines, Devon.
Devon Burra Burra.	Hingston Down.	Wheal Margery.
Barf.	Tolvadden.	Wheal Arthur.

Office Hours from Ten till Four.

JAMES POOL, PLUMBER AND BRAZIER, TIN, ZINC, AND WIRE WORKER AND WEAVER, HAYLE.

JAMES POOL has lately expended upwards of Six Hundred Pounds in perfecting the recent improvements in his business, and can warrant all articles he sells to be UNSURPASSED in QUALITY or CHEAPNESS. MINING ORDERS EXECUTED, and sent any part of the world.

GEORGE MOORE, DEALER IN MINING SHARES, 1, CROWN COURT, THREADNEEDLE STREET.

GEORGE MOORE will SELL the following SHARES, or any part, to-day, at quoted prices, FREE OF ANY COMMISSION:—

DIVIDEND.

20 Sortridge Consols, 21s.	10 Wheal Edward } £55		1 West Seton, £287½
1 West Caradon, £97½.	10 Wheal Arthur. }		

NON-DIVIDEND.

50 Cath. & Jane, 5s. 1½d.	20 Lady Bertha, 9s. 3d.	25 Wheal Harriett, 24s. 9d.
20 East Tamar, 11s. 6d.	10 North Downs, £2½.	25 Wheal Zion, 3s. 3d.
	35 Redmoor, 5s. 6d.	

PURCHASERS of undoubted respectability can register transfers and receive CERTIFICATES of same previous to PAYMENT.

In any business that GEORGE MOORE is favoured with, in which he is the buyer, he will give CASH ON RECEIPT OF TRANSFER.

MR. J. J. REYNOLDS, No. 1, ROYAL EXCHANGE BUILDINGS, LONDON, E.C., ENGLISH AND FOREIGN STOCK, RAILWAY, AND MINING SHAREBROKER, begs to inform his friends and the public that the present time is a FAVOURABLE OPPORTUNITY for INVESTMENT in many undertakings of a substantial character, paying dividends worthy the attention of the capitalist.

Every information can be obtained at his offices, which his practical experience enables him to give, not only of mines and other properties of established value, but of those that are not.

MESSRS. POWELL AND COOKE, DEALERS IN MINING SHARES, 8, HERCULES CHAMBERS, OLD BROAD STREET, LONDON.

Messrs. POWELL and COOKE have selected about 20 Dividend and good Progressive Mines, which they consider worth buying. The Dividend Mines pay 12½ to 17½ per cent. per annum on the present market price; and the Progressive will, in all probability, considerably advance in value during the year. A list of the above, and prices of same, furnished on application. Business transacted at nett prices.

Dated Aug. 20, 1858.

JAMES HERRON has FOR SALE the following SHARES, at the prices quoted, and FREE OF COMMISSION:—

15 Bon Accord, 20s. 6d.	10 Great Hewas, 14s. 9d.	5 Tincroft, £3 12s. 6d.
10 Bryntail, 37s. 6d.	5 Hingston Down, £3½.	10 Treweatha.
10 Boiling Well, 22s. 6d.	100 Huckworthy Bridge, 4s.	2 Trelawny, £24¾.
15 Bedford Consols.	2 Kitty (Lelant).	10 Vale of Towy, 17s. 9d.
10 Cather. and Jane, 6s. 9d.	10 Kelly Bray, 42s. 9d.	25 Virtuous Lady, 12s. 6d.
1 Cefn Brwyno, £42.	20 Ludcott.	30 Wheal Cupid.
20 Cwm Sebon, 23s. 6d.	20 Nant. & Penr., 21s. 6d.	1 Wh. Mary Ann, £461½.
20 Chancellorsville, 1s. 6d.	100 New Crow Hill, 7s. 6d.	5 Wheal Margery.
10 Drake Walls, 27s. 6d.	20 North Downs, £2½.	10 Wh. Edward, £4 7s. 6d.
30 Dev. & Court., 9s. 6d.	5 North Basset, £9¾.	5 West Basset.
1 Dev. Great Cons., £485.	5 North Frances.	50 West Grenville, 12s. 6d.
5 East Russell, £5 7s. 6d.	20 Pem. & E. Criu., 12s. 6d.	10 Wheal Zion, 2s.
20 East Rosewarne, 11s. 9d.	5 Par Consols, £17½.	50 Willow Bank, 9s. 6d.
5 E. Wh. Rose, £4 18s. 9d.	50 Queen of Dart, £2.	10 West Providence.
1 Gr. & St. Aub., £140.	10 Sortridge Cons., 22s. 6d.	1 West Caradon, £102½.
5 Great Alfred, £5 8s. 9d.	100 So. Lady Bertha, 3s. 6d.	5 Wh. Arthur, £2 3s. 6d.
20 Garreg, 6s. 9d.	10 Trelarvah (last call of 20s. paid), 18s. 9d.	100 West Par, 14s. 6d.
10 Grenville, 36s. 6d.		30 Wheal Addams, 21s.
	20 Tamar Consols, 15s. 9d.	

And is a BUYER of 100 West Grenville, 11s.; 100 Great Hewas, 10s.; 50 South Cuddra, 7s. 6d.; 20 Treweatha, 20s.; and 30 North Downs, £2 7s. 6d.

Mr. HERRON has for a considerable time recommended his friends to buy Grambler, North Downs, West Grenville, Margaret, Great Alfred, Grenville, North Basset, and Round Hill, and those who have taken his advice have already found it answer their purpose in the first four named, and it is just possible the others will also soon improve in market value.—2, Adam's-court, Old Broad-street, London, Aug. 20, 1858.

MESSRS. VIVIAN AND REYNOLDS, MINE AGENTS, 68, OLD BROAD STREET, LONDON, E.C.

Messrs. VIVIAN and REYNOLDS are enabled, through the long experience of Mr. W. C. Vivian as an underground agent and manager of mines in Cornwall, and in various foreign countries, to afford information on most important mining districts; and to inspect and report on mines. They are also enabled, by the several years' acquaintance of Mr. J. J. Reynolds, jun., with the transactions of the London share market, to obtain every advantage for those who may want either to buy or sell mining or any other description of stock.

Messrs VIVIAN and REYNOLDS have daily information from the principal seats of mining, which is at the service of those who may honour them with their confidence.

THOMAS ROACH, MINING AGENT, 37, OLD BROAD STREET, E.C.

MR. E. GOMPERS has BUSINESS to TRANSACT in most of the MINES usually in REQUEST in the MINING MARKET. 3, Crown-court, Threadneedle-street.

MR. BRENTON SYMONS, LAND AND MINERAL SURVEYOR, LITHOGRAPHER, &c., TRURO, will be happy to UNDERTAKE SURVEYS of every description, either at home or abroad. Mr. SYMONS having an office for lithography, can offer advantages to gentlemen who require LITHOGRAPHED PLANS, SECTIONS, &c., of MINERAL PROPERTY; having the whole work under his immediate superintendence, thus saving the time and expense necessary in transmitting the plans from the surveyor to the lithographer.

MINES SUPPLIED with CIRCULARS, CERTIFICATES, BOOKS, TUTWORK and TRIBUTE PAY-SHEETS, SHARE TRANSFERS, &c. Specimens sent free by post on application.

MR. H. HUXHAM, COLLIERY VIEWER AND MINING ENGINEER, UNDERTAKES the SURVEYING, VALUING, or AGENCY of MINERAL PROPERTY, the WINNING, WORKING, or VIEWING of COLLIERIES, &c., on moderate terms; and begs to assure those who may favour him with their commands that all business entrusted to his charge shall receive prompt attention, and be executed with the utmost fidelity and care. References and testimonials of the highest character.

Mr. H. HUXHAM has room for TWO ADDITIONAL ARTICLED PUPILS, who would have an excellent opportunity of attaining a thorough knowledge of practical and theoretical mining engineering.—Cwm Rhondda, Pont-y-pridd.

JOHN GLEDHILL AND CO., MINE AGENTS, SHARE BROKERS, AND GENERAL DEALERS MINING RECORD OFFICE, 12, SOUTH PARADE, LEEDS.

Mines well selected are the best investments, paying from 15 to 30 per cent. on the outlay. They have to OFFER SHARES in most of the DIVIDEND and PROGRESSIVE MINES, and are ready to give every information relative to all mining matters.

Dated Aug. 13, 1858.

FIFTEEN to TWENTY, and even TWENTY-FIVE PER CENT. PER ANNUM upon current value of shares, in CORNISH TIN and COPPER MINES. Dividends payable two-monthly or quarterly.

MR. R. TREDINNICK, MINING ENGINEER, SENDS his SELECTED LIST OF SOUND PROGRESSIVE AND DIVIDEND SHARES upon the receipt of a Fee of One Guinea.

Review of Cornish and Devon Mining Enterprise, 5s. per copy.

Maps per post of the Buller and Basset, Great Vor, Alfred Consols, the Providence and Margaret, South Caradon, and the Devon Great Consols Districts, 2s. 6d. each.

Cornish Mines, well selected, pay better than any other description of securities, are freer from risks, and entail less responsibilities than banks and other joint-stock companies. Shares bought and sold on commission of 2½ per cent.

Money advanced at 10 per cent. annually, for short or long periods, upon approved Mining Shares.—4, Austinfriars, Old Broad-street, London, E.C.

LEAD MINES.—LEAD ORES are PURCHASED by the BRITISH AND FOREIGN SMELTING COMPANY (LIMITED) in small or large parcels, and for which liberal prices will be given. Samples direct from the mines are preferred, and may be addressed to the company's works, at Old Ford Wharf, Bow, near London; or to the offices, No. 26, Throgmorton-street, London.

N.B.—LEAD ASHES and every description of OLD LEAD PURCHASED.

MESSRS. A. J. HUTCHINGS AND CO.'S PATENT IMPROVED WIRE ROPE. SOLE MAKERS TO THE LORDS OF THE ADMIRALTY, THE FRENCH AND TURKISH GOVERNMENTS, And the principal Colliery Proprietors throughout the kingdom. MANUFACTORY, MILL WALL, POPLAR, LONDON.

ROUND and FLAT ROPES of every description, suitable for mining operations or other purposes, GALVANISED or UNGALVANISED, MANUFACTURED upon the newest and most improved machinery, ensuring greater pliability, durability, and strength; and is admitted by the principal coal proprietors to be far superior to any other kind of wire-rope. The superiority of these ropes over hempen ones, in point of strength, lightness, durability, and cost, is admitted by all who have tried them.

GUIDE ROPES, SIGNAL CORD, LIGHTNING CONDUCTORS, &c.

MR. T. P. THOMAS, MINING AUCTIONEER, 2, CROWN COURT, THREADNEEDLE STREET, LONDON.

MR. T. E. W. THOMAS, MINING AGENT AND GENERAL MINING SHARE DEALER, 11, DALE STREET, LIVERPOOL.

MR. WILLIAM MOORE, STOCK AND SHAREDEALER 11, HERCULES CHAMBERS, OLD BROAD STREET. N.B. Business transacted in every description of stock and shares.

MICHAEL WILLIAMS BAWDEN, MINING, GENERAL ASSAYING, AND COMMISSION OFFICES, LISKEARD, CORNWALL.

MICHAEL WILLIAMS BAWDEN being situated in a central position of the two western counties, can give every information to parties on mines that are really safe investments and otherwise. Mines inspected, and correctness of reports strictly adhered to.

MR. R. LINTHORNE, ENGLISH AND FOREIGN MINING AGENT, 3, ADAM'S COURT, OLD BROAD STREET, LONDON. N.B. Business transacted in every description of stock and shares.

SWANSEA CANAL NAVIGATION.—WANTED, a PERSON to SUPERINTEND the WORKS on the line of the above canal—16 miles. Experience of the nature of the employment is essential, and a KNOWLEDGE of the WELSH LANGUAGE is desirable.—Apply to the Clerk, Swansea. August 6, 1858.

TO CAPITALISTS.—TO BE SOLD, BY PRIVATE TREATY, a LEASE of most VALUABLE and EXTENSIVE SLATE PROPERTY, situated near Lord Palmerston's most celebrated slate quarry, at Festiniog, North Wales. The slate vein is considered to be a continuation from the latter works.—For terms and other particulars, apply to "Y. Z.," Post-office, Portmadoc, North Wales.—August 2, 1858.

TO CAPITALISTS.—A GENTLEMAN, who has extensive and first-class machinery at work in the heavy branch of the Sheffield trade, and is practically acquainted with the manufacture of iron and steel in all its branches, is anxious to OBTAIN A PARTNER, who has sufficient capital to put down other machinery for the purpose of manufacturing steel and other iron suitable for the Sheffield trade.—Apply to Mr. WM. UNWIN, solicitor, Queen-street, Sheffield.

TO ALKALI AND SULPHURIC ACID MANUFACTURERS.—The ADVERTISER has had the sole management of a large manufactory for several years, and is competent to PLAN, ERECT, or MANAGE a similar concern of any magnitude, and on the most improved principles, is OPEN to TREAT with manufacturers having works at present in operation, or capitalists about to erect the same, in any part of England or abroad. Highly respectable reference as to ability and character will be given.—Communications may be addressed to "X. Y.," care of Mr. Jas. Newton Warburton, 30, Cumberland-row, Newcastle-on-Tyne.

ROBERT MUSHET'S CAST-STEEL, in ordinary sizes, suited for all ENGINEERING and MINING PURPOSES, will be 3½d. per lb. in future, as it is quite impossible to meet the present demand at 3d. per lb. Terms, nett cash on receipt of invoice. Messrs. John Climas and Son, of Camborne, are now appointed sole agents for the sale of R. Mushet's steel in Devon and Cornwall.—Apply to ROBT. MUSHET Coleford, near Gloucester.

CHARCOAL PIG-IRON.—THE EAST INDIAN IRON COMPANY, MAKERS and IMPORTERS of PURE CHARCOAL PIG-IRON, from their works in the Madras Presidency, DESIRE to RECOMMEND it to the ATTENTION of ENGINEERS, STEEL MANUFACTURERS, and RAILWAY TYRE and AXLE MAKERS, as well as for every description of MALLEABLE IRON and FOUNDRY WORK, requiring SUPERIOR STRENGTH and QUALITY.—For price, &c., address the secretary, Mr. E. J. BURGESS, at the company's offices, 8, Austinfriars, London, E.C.

HENRY CORT.—MEZZOTINTO ENGRAVING of the LATE HENRY CORT, the FATHER of the BRITISH IRON TRADE, and Tubal Cain of our country (see *Times*, July 29, 1856), by an eminent artist, from the ONLY PORTRAIT in EXISTENCE. Published by Mr. RICHARD CORT, at the *Mining Journal* office, 26, Fleet-street, in AID of the SUPPORT of HIMSELF and SISTERS, for INVENTIONS which are now SAVING MORE than the WHOLE REVENUE of the BRITISH NATION ANNUALLY. Artist's proofs, £1; proofs, 5s.; and prints, 1s. 6d. each. Dedicated to the Iron Trade of Great Britain.

AMERICA IN A WEEK—INDIA IN A FORTNIGHT—AUSTRALIA IN A MONTH.—Practicability FULLY EXPLAINED, and MODELS EXHIBITED, to first-class ENTERPRISING CAPITALISTS ONLY, who are requested preliminarily to address "Nautilus," *Mining Journal* office, 26, Fleet-street, London.

NICKEL AND COBALT REFINING, AND GERMAN SILVER WORKS, 16, OOZELL STREET NORTH, BIRMINGHAM.

STEPHEN BARKER begs to inform the Trade that he has the following articles for sale:—

REFINED METALLIC NICKEL.	OXIDE OF COBALT.	[WIRE, &c.
REFINED METALLIC BISMUTH.	GERMAN SILVER—IN INGOTS, SHEET,	

NICKEL AND COBALT ORES PURCHASED.

GOLDENHILL, COBALT, NICKEL, COLOUR, BORAX, AND CHEMICAL WORKS, NEAR STOKE-UPON-TRENT, STAFFORDSHIRE. JOHN HENSHALL WILLIAMSON, MANUFACTURER AND REFINER. *Reference.*—Professor Miller, King's College, London.

JULIAN PARK IRON COMPANY (LIMITED), NEAR WHITBY.

Capital £25,000, in 1000 shares of £25 each, with power to increase.

COMMITTEE.

RICHARD HODSON, Esq., F.S.S., 9, Marlborough-road, St. John's-wood, London.
W. MILLINGTON, Esq., Ironmaster, Summerhill, Tipton.
ARTHUR SCRATCHLEY, Esq., M.A., 3, Parliament-street, London.
EDWARD SHELLEY, West Deanery, Wolverhampton.

BANKERS, *pro tem.*—Messrs. Jones and Son, Bilston Old Bank.
BROKER—W. L. Webb, Esq., 8, Finch-lane, London.

For shares and all other particulars, apply to EDWARD SHELLEY, secretary, the Deanery, Wolverhampton; or to Mr. W. L. WEBB, No. 8, Finch-lane, City, where samples of the stone can be seen.

[The detailed prospectus appears on the 14th page of the Journal.]

WEST END MINE AND QUARRY OFFICES, 5, WATERLOO PLACE, PALL MALL.

MESSRS. BRUNTON AND CO., ENGINEERS AND MINERAL SURVEYORS, undertake the MANAGEMENT and WORKING OF MINES, QUARRIES, &c., and CONDUCT the LONDON AGENCY of all MINERAL PROPERTIES in their offices with system, economy, and regularity.

Messrs. BRUNTON and Co. beg to inform proprietors of mines, &c., that the business of these properties is carried on in their office upon the following principles, viz.:—

Accounts systematically and closely made up.
Statements in detail, and clear summaries of finance and expenditure.
Entire and impartial openness of books, reports, and documents, to all shareholders, for perusal or extract.
Immediate communication of any important occurrence to the shareholders.

MINERAL PROPERTIES SURVEYED, and ESTIMATES OF MACHINERY, PLANT, and COSTS OF WORKING FURNISHED.

EAST WHEAL RUSSELL.	WEST PAR CONSOLS.
NORTH WHEAL ROBERT.	WHEAL EDWARD.

MR. MURCHISON'S REVIEW OF BRITISH MINING FOR THE QUARTER ENDING 30TH JUNE is NOW READY, and contains (besides the usual Particulars of the Principal Mines, Dividends Paid, &c.) FULL REPORTS on the above MINES, just made by Capt. CHAS. THOMAS, of Doicoath; also, a PLAN of the UNDERGROUND WORKINGS of NORTH WHEAL ROBERT.

GREAT WHEAL ALFRED.

The REVIEW also contains a FULL REPORT on this MINE, by Capt. POPE, of Basset, with a PLAN of the UNDERGROUND WORKINGS.

To be obtained at 117, Bishopsgate-street Within, London. Price 1s.

TOLVADDEN MINE.—A SPECIAL REPORT on this MINE, just made by Capt. PASCOE, of South Wheal Frances, APPEARS in MR. MURCHISON'S REVIEW FOR 30TH JUNE; also, a FULL ACCOUNT of VALE OF TOWY MINE, with a PLAN of the UNDERGROUND WORKINGS.

Now ready, price One Shilling, at 117, Bishopsgate-street Within, London.

THE MIDLAND IRON COMPANY, ROTHERHAM, YORKSHIRE, MANUFACTURERS OF RAILWAY TYRES AND AXLES FOR LOCOMOTIVE ENGINES, CARRIAGE AND WAGON WHEELS. From the tests to which this iron has been submitted by engineers and railway companies during several years, its superior quality has been generally acknowledged, and can be unhesitatingly affirmed.

PATENT WIRE ROPES, ONE-HALF THE COST OF HEMP ROPES.

HENRY J. MORTON AND CO.'S (2, BASINGHALL BUILDINGS, LEEDS), PATENT WIRE ROPES, for the use of MINES, COLLIERIES, RAILWAYS, &c.; one-half the weight of hemp rope, and one-third the cost; one-third the weight of chains, and one-half the cost—in all deep mines these advantages are self-evident.

References to most of the principal colliery owners in the kingdom.

GALVANISED SIGNAL CORDS AND KNOCKER LINES; will not rust or corrode, and not affected by the copper water in mines. Very strong, and not at all liable to break. Prices from 15s. per 100 yards.

PATENT ASPHALTED ROOFING FELTS, 1d. per foot.
DRY AIR BOILER FELTS, saving 25 per cent. of fuel.
PATENT BOILER COMPOUND, for bad water.
FAIRBANK'S WEIGHING MACHINES, of all sizes.
GALVANISED IRON ROOFING AND SPOUTING.
PATENT FLEXIBLE STEAM PACKING, 1s. 3d. per lb.
PATENT METALLIC PACKING, 4s. per lb. [leather.
PATENT AMERICAN DRIVING BANDS, much cheaper and more durable than
FLAX HOSE PIPES, for water, &c., one-fourth the price of leather hose.
PATENT GALVANISED AIR-PIPES, for ventilation.

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12 Dessert Spoons, best quality	1 7 0	2 0 0	2 4 0	2 14 0
12 Tea Spoons, best quality	0 16 0	1 4 0	1 7 0	1 16 0
2 Sauce Ladles, best quality	0 8 0	0 10 0	0 11 0	0 13 0
1 Gravy Spoon, best quality	0 7 0	0 10 6	0 11 0	0 13 0
4 Salt Spoons (gilt bowls), best qu.	0 6 8	0 10 0	0 12 0	0 14 0
1 Mustard Spoon, best quality	0 1 8	0 2 6	0 3 0	0 3 6
1 Pair Sugar Tongs, best quality.	0 3 6	0 5 6	0 6 0	0 7 6
1 Pair Fish Carvers, best quality.	1 0 0	1 10 0	1 14 0	1 18 0
1 Butter Knife, best quality	0 3 0	0 5 0	0 6 0	0 7 0
1 Soup Ladle, best quality	0 12 0	0 16 0	0 17 6	1 0 0
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CORNISH MINE PHOTOGRAPHS—SECOND SERIES.—No. II.

GREAT WHEAL BUSY MINE—(*Continued*).

In the Journal of Aug. 9, we stated our object in selecting this mine for illustration was solely its peculiar applicability to our purpose—to show the difficulties under which mining labours, and the unforeseen adverse circumstances to which it is liable, particularly in the resumption and reworking old and deep mines, from which, we trust, it will be seen that errors in the calculation of the costs are next to unavoidable, and should not in all cases be attributed to want of energy or ability in agents or promoters, as is too frequently the case, by over-sanguine and over-anxious adventurers.

The Great Wheal Busy Mine has been the subject of all these vicissitudes. We think when we have sufficiently and calmly viewed the matter, a proper allowance will be made by considerate adventurers, and the public generally, and tend to stem the torrent of invective so frequently indulged in if a speculation do not at once yield results, in time and value, as promised. Now, it must be admitted the glowing terms held out in the prospectus of this mine have not been fulfilled as yet—the extraordinarily rich ends have not been found; still a great deal has been done towards rendering the mine remunerative. To this end, five steam-engines, of the best construction, by the most eminent makers, have been erected, and are in a full state of efficiency; the largest engine, used for pumping the water from the bottom of the mine, is of the stupendous size of 85-in. cylinder, one of the largest in Cornwall: such engines have been found of sufficient capacity for draining many mines much deeper than Great Wheal Busy was reported and known to have been. It was originally intended to have erected three steam-engines, on different parts of the mine, for draining purposes, but the then agent deemed it prudent to try if he could not fork the mine with one only, when he would be able to form a more correct opinion as to the whereabouts for the additional machinery. Though this has been effected, the influx of water has been found so great, that the 85-in. is inadequate to its duty. Measures have now been taken to remedy this, by immediately erecting a 70-in. engine in such a situation as to command the other important portions of the mine. In addition to this, the recent discoveries in the deeper levels of the Great Wheal Busy Mine have given a stimulus to mining in the locality that will most probably induce others to work mines, and thus lessen the water charge most materially; indeed, the subject is on the *tapis*, and seems to be received with considerable favour. The other engines are adapted to drawing the ores and water from the mine, for which purpose two powerful machines are employed, each performing its work admirably. During the last week or two a skip-road, as it is called, has been completed, which will materially facilitate this operation; this, together with recent improvements, render this part of the machinery as nearly perfect as possible. The stamping-engine drives fifty heads of stamps, and is efficient for fifty more when required. The tin floors, burning-houses, &c., are laid out on a large scale, but are susceptible of improvement, which they most likely will gradually receive as the necessities of the mine may require, and as the force of circumstances may suggest. On these floors is a water-wheel, used for working a set of thirty of the self-acting frames, enabling a small boy to do the work of at least six or seven girls. Here, too, is a machine, invented by the late Mr. Herbert Mackworth, for dressing and washing coal, for which purpose it is admirably adapted, but, as far as tried, for tin-dressing appears to be a complete failure; at all events, it is but a complicated adaptation of Wilkins's seperator, a much cheaper and simpler article, which I was surprised had not been applied at this mine. It is but fair to say the expensive article was put up at the cost of the maker, and not of the mine. Whilst on this subject, I must say I was also astonished not to see the round buddle and settling machines in use at the Great Wheal Vor and other mines; their cost is trivial, and may be easily applied to the present machinery at any time, as they doubtlessly will. The copper floors appear to be very well made, and a little time will so simplify the arrangements of the railways, &c., connected therewith, that they will also be perfect in their way. The crusher is a very good one, and does its work well; this is new, and is likely to be well employed. All this surface work has necessarily occupied considerable time, and a large outlay. The shears are made of cast-iron plates, rivetted together in the manner of the tubular bridge; they are the only specimen of the kind in the county, and answer the purpose as well as can be desired; they will surely be imitated. The rest of the surface arrangements are such as are usual, and call for no remark.

Underground, the mine appears to have been worked in the regular old style; every bit of ore taken away, except a few arches of inferior work. The lodes are large; the great lode (as one of them is called) runs nearly east and west, dips (as, indeed, is the characteristic of the lodes in the districts) north. A few fathoms from this is Winter's lode, which, from its having less inclination, forms a junction with the former; they appear to separate only at intervals, forming what are called "horses of ground." The lodes vary from 4 to 6 feet wide, but at the junctions it expands to 8 or 9 feet. We speak now of the western part of the mine, where the lode has been stoped; but still many pitches are set in the 30 fm. level, at an average of 12s. in 1*l.*; a considerable amount of ground may be let at this tribute, from which hundreds of tons of copper ore may be returned. The lodes are composed of capel, peach, and mundic, interspersed with spots and branches of ore, but is difficult to dress to a good percentage; the country in which they are embedded is a blue killas, of good quality for mineral. The deep, or county adit, here comes in at 40 fathoms from the surface; this adit has been driven upwards of 7 miles; 10 fathoms beneath this the lode comes into the shaft (Bennett's), which is sunk on its course, to the 50 below adit, and thousands of tons of copper and tin ores removed.

In the 40 tributers are working at 11s. 6d. and 10s. 6d. in 1*l.* for copper and tin. The lode seems to be composed of the same minerals throughout down to the 50, at the extreme west of which, the lode being very hard, and composed of capel, the level has been driving on the north part of it; a cross-cut south, however, revealed that there was a fine lode of fluor-spar, quartz, black, grey, and yellow ore: this is an important discovery, as it is all good saving work, and may be easily raised. The same description may serve for the whole mine down to the 70, where an influx of water is so great as to preclude working; this water comes from the west, is very warm, indeed hot, which is looked upon as an excellent symptom for proceeding in that direction. Men are now employed in the 80, driving to let this water down, when driving here will be recommenced; this is the water the new engine is intended to take up; at present it runs into the engine-shaft at 100 fms., consequently this stream (for it is as large as a mill stream) has to be raised 20 fms. needlessly; this will effect a very important saving. All these levels have had to be cleared, winzes sunk for ventilation, ladder ways fixed, ground secured, &c. This is accompished; we merely introduce the workings of one shaft as an example of what has been done in the entire mine. The shafts and levels are too many to mention, their bare enumeration would be tedious, and not answer our end, as this is not intended as a report of the mine to the adventurers.

The great engine-shaft has had to be cut down at a very large expense to 100 fms. below the adit. As an evidence of the traffic there must have been underground in this mine, it may not be amiss to state that in many places, the shaft being on the underlie, there are no ladders, but steps are cut in the solid rock; these, from constant attrition, are so worn as to be completely rounded, the edges being destroyed; this, consequently, renders the ascent and descent of the mine difficult, if not dangerous, which will be remedied as soon as the agents have time to put all the place into proper and permanent working order. In the deeper levels of this mine are what are called carbonas—*i. e.*, excresences on the sides of the lodes, bearing tin and copper ores; one of these, Moyle's bottoms, is of great extent, and shows no sign of being exhausted; as also a similar cavern, Chynoweth's bottoms. These excavations, as well as others of a similar character, though not containing very rich ores, have them in vast quantities, which will (when the arrangements are complete) be returned at a far less cost than when last worked, or even by the present appliances. The great feature of the mine, however, and one of vital importance to the whole district, is the fact of a change of ground in the bottom of the engine-shaft, where a splendid lode of tin and copper has been cut. We delayed the issuing of this paper for three weeks, to see if this discovery continued, lest we might have raised delusive hopes, and laid ourselves open to the charge of puffing a mine; we have now, however, the satisfaction to state that it not only "holds on," but improves in depth, and is now worth 30*l.* per fm. for the whole length of the shaft. It is intended to sink 10 fms., and then drive on this fine lode, when the returns will not only be increased in quantity, but doubly valuable in quality. If this satisfactory evidence of improvement in depth be found in this place, what may not be hoped for in other parts of the mine? It should be borne in mind, many of our best mines have met such alternations about this depth, and have ultimately yielded enormous riches, particularly if the large lodes have been productive in the upper levels. In the 100 fm. level, or sump, may be witnessed the curosity of two mill streams, the one from the west quite hot, and the one from the east quite cold, pouring into the same pit, and from the same lode! In the eastern part of the mine, owing to the recent improvement in putting in the skipway, the shaft is not yet in thorough repair; this will soon be rectified, and the mine placed in perfect working order: to effect this a little time, a little more capital, and a little more patience must be exercised, during which the recent discoveries will be developed.

In conclusion, we have only to say in depicting this mine we adhere to facts, having no end but the benefit of mining *per se* to serve. We implore others, as well as the Great Wheal Busy adventurers, to have a little patience, a little consideration, even if their expectations be not immediately realised, when they will, in all probability (as in this instance they assuredly will) have the satisfaction of witnessing their mines *de facto*, as well as *de nomine*—Great Wheal *Busy* Mines. GEO. HENWOOD.

CORNISH MINING MAXIMS.—No. IV.

"A clomen* cat is poor havage."†

Except it be explained, no one but a thorough west country Cornishman can really and thoroughly comprehend or estimate the truth and pith of this axiom. The metaphor of the "Clomen Cat" is completely Cornish, as may be seen by the word: it means, hollow to the toes, or every inch deceptive—these images being, of course, always hollow to the toes. We question if in the range of proverbs there is a better simile, when properly explained, than this homely and truly western saying. As we have before observed, many of these trite saws are of ancient date; this undoubtedly is so. Though becoming obsolete, none of its moral force or adaptation is diminished. Long may such homilies exist amongst our mining population. Independence is their pride, degradation of any kind their horror. The workhouse is an abomination to them. If any have relatives in distress they strain every nerve, exert every energy, and suffer every privation to keep them from a fate that would at some future period be thrown as a taunt on their fair fame. With these hard-working people there is a certain pride of ancestry, a boast of descent, and a veneration for heir-looms that can hardly be credited by those who know not their idiosyncracy, and have not studied their peculiarity of character. More is to be gleaned by the care bestowed on some piece of furniture, or old garment, that "was worn or used by my good old grandfather—people were better then than they are now," than from storied urn, animated bust, or lying epitaph of the great. The former spring from and are dictated by the impulses of nature and a desire to emulate, to hand down the good name of their families as it descended to them. This does them infinite honour. Few things provoke them so much as to cast any reflection on their parentage. Knowing this, well indeed would it be if all were to consider the full force of the saying, and act so as to show the practical utility, with a view of conferring the boon.

The paucity of crime in the mining districts of Cornwall has been the subject of surprise, comment, and gratification too, to almost every judge who has travelled the circuit. No better attestation of this truth could be elicited than the number of convictions at the County Assizes: they are found to be far less in proportion to the number of inhabitants, and lowness of wages, than in any other county in England. Outrage is almost unknown, the higher crimes are extremely rare, and when perpetrated are generally by natives of other counties resident in Cornwall. The people are thrifty, live on hard, very hard, fare; are patient, quiet, and contented; value a good name before everything else; are particularly proud of their parentage, to a degree almost rivalling that of the Welsh, and refer to King Arthur and Trelawney as demigods and patterns of virtue and patriotism. The soul-stirring patriotic and favourite song of—

And shall Trelawney die,
These twenty thousand Cornishmen
Will know the reason why,

is still sung by them, the chorus commanding the voices of the whole company whenever introduced.

This little piece of pride (it is not vanity, it is just pride) should be cherished, it leads to many a virtuous action, lest the havage should be sullied, and their descendants have the reflection of that, perhaps, the only thing they have to bequeath on their deathbed should be tarnished. Many a spirit has departed to its long rest, at ease in the consciousness that, if it had nothing else to leave behind, it left to its posterity a good havage.

To so desirable a state of society the spread of religious instruction and Sunday schools have undoubtedly largely contributed; but we cannot help thinking that old Cornish pride, that innate and acknowledged hospitality and worth, have been in some degree engendered and fostered by the principle which enunciated the motto—"A clomen cat is poor havage."

GEORGE HENWOOD.

[About 20 years since in the cottage of every miner might have been seen one of those cats made of plaster of Paris vended by vagrant image sellers. They seemed almost to be their *penates*. At present they are superseded by tawdry Staffordshire ware representations of celebrities, amongst whom the Queen and Prince Albert, with the old Duke, seem to be the greatest favourites; after them the Duke of Cornwall takes pre-eminence. Of gentle shepherds and their mates, in every possible and impossible variety and costume, there are incredible quantities. These people appear to have a taste for such decorations: what a pity but opportunity were afforded them of cultivating it by better examples in the ceramic art.]

MINING A THOUSAND YEARS AGO.—In the seventh, eighth, and ninth centuries, lead was, it appears, used in covering buildings, and found at home, but the Anglo-Saxons wholly neglected the tin mines, or employed "Arabs or Saracens," most probably Germans, in them. There were ironworks near Gloucester in the time of Edward the Confessor, and which, in all probability, had been kept up from Roman times. The city of Gloucester paid him among other things 36 dicres of iron, each of 10 bars, and 100 rods of iron drawn out for the nails of the king's ships—or iron rods wrought to a fit size to make nails. In 1153 a silver mine was worked in Cumberland by King David. In 1296 the miners in Devonshire were either too few in number, or not sufficiently skilful, for this year 337 miners were brought from the Wapentake or the Peak, in Derbyshire, to Martinstowe, who fined and cast into bars 704 lbs. weight of silver. In the next year 341 miners brought from the same place, 25 from Wales, and other natives of the country were employed, but the quantity of silver raised is not stated. In 1330 Milan steel was celebrated for cutlery and armour. Froissart mentions that of Bordeaux also as excellent for armour, and another says that it was equally famed for swords. In 1354 no iron was manufactured in England. Parliament, to prevent its rising in price, enacted that none, wrought or unwrought, should be exported under heavy penalties, and the dealers were subjected to the inspection of the justices. During this and the succeeding century the market was supplied from Germany and Spain. In 1414, though tin and lead had been wrought in England from early times, the English miners were not considered so skilful as those of some other countries where the art had not been so long practised. Henry VI. having failed in his attempts to obtain gold and silver by the art philosophical, brought over in 1430 Michael Gosselyne, George Harbryke, and Mathew Laweston, three famous miners, and 30 other miners in their company, from Bohemia and Hungary, to superintend and work the royal tin mines, and instruct the Cornwall men in their art. In 1478 the art of making gold by an occult process was still cherished at Court, Edward IV. granting a license to John Frensh "to practise a true and profitable conclusion in the cunnynge of transmutacion of metals to our pr'fyte and pleasesire." In 1548 forging gadds to imitate steel was prohibited, "Iron gadds called Bilbon iron, like to the fashion and manner of gadds of steel, whereby the greatest part of edge tools that have been made of them have no value or goodness." This was apparently in imitation of the Spanish gadds. In 1564 Queen Elizabeth granted to two foreign miners, Houghsetter and Thurland, whom she had brought over, a patent to search for mines and ewers of gold, silver, quicksilver, and copper, in eight counties, and to convert the proceeds to their own use, with the reservation of a certain portion to the queen. They were to make compensation in certain cases to the owners of the land, and were not to dig or undermine houses or castles. All persons were prohibited digging for any kind of ore without the license of Houghsetter. This German established copper works at Keswick, in Northumberland. In 1565 the patentees were incorporated into a company. They found an abundance of rich copper ore, which for many years afforded great profit to themselves and the nation, until by the death of the first German immigrant workman, and neglect of continuing the stock, and want of fuel, the works greatly languished. The silver mines worked by this company were situate on the site of the old Roman works at Skibber Coed. These were erected by Houghsetter, and brought large sums to the company, and 150 years after the name and family were distinguished in the district. In 1566 a patent was granted to Cornelius de Vos, a Dutchman, for making "allom and copperas," and Humphreys and Shute received a patent to dig and work all mines and minerals, "except allom and copperice" and subterranean treasures not mentioned in the patent of Houghsetter. In 1585 it was decreed that no new ironwork should be erected in Kent, Surrey, or Sussex, on account of the destruction of the wood, and increasing scarcity of fuel. In 1588 a license to dig for tin in Cornwall was granted to Sir W. Raleigh. From 1590 to the present time mining has been continuously progressing, the last official returns published stating the value of the minerals raised to be nearly 40,000,000*l.* per annum.

DEAFNESS AND DISEASES OF THE EAR.—A highly interesting little volume on Rheumatism, Gout, and Neuralgic Headache, in relation to Deafness, Noises in the Ear, &c., has been published (through Mr. Renshaw) by Mr. W. Harvey, F.R.C.S.E., who is well known from his connection with the Royal Dispensary for Diseases of the Ear. The object of the author is to prove that these diseases are traceable in many instances to rheumatism, gout, or neuralgia. Mr. Harvey carefully explains the varieties of each disease, and the treatment of them; and his work will, doubtless, be the means of preventing many needless and painful surgical operations, which have so frequently been resorted to without affording the patient any relief. We believe that all afflicted with deafness will be amply repaid for carefully perusing the treatise, whilst the price (1s.) renders it generally accessible.

* Clomen, earthenware. † Havage, descent.

IMPROVEMENTS IN THE STEAM ENGINE—CRADDOCK'S BOILER.

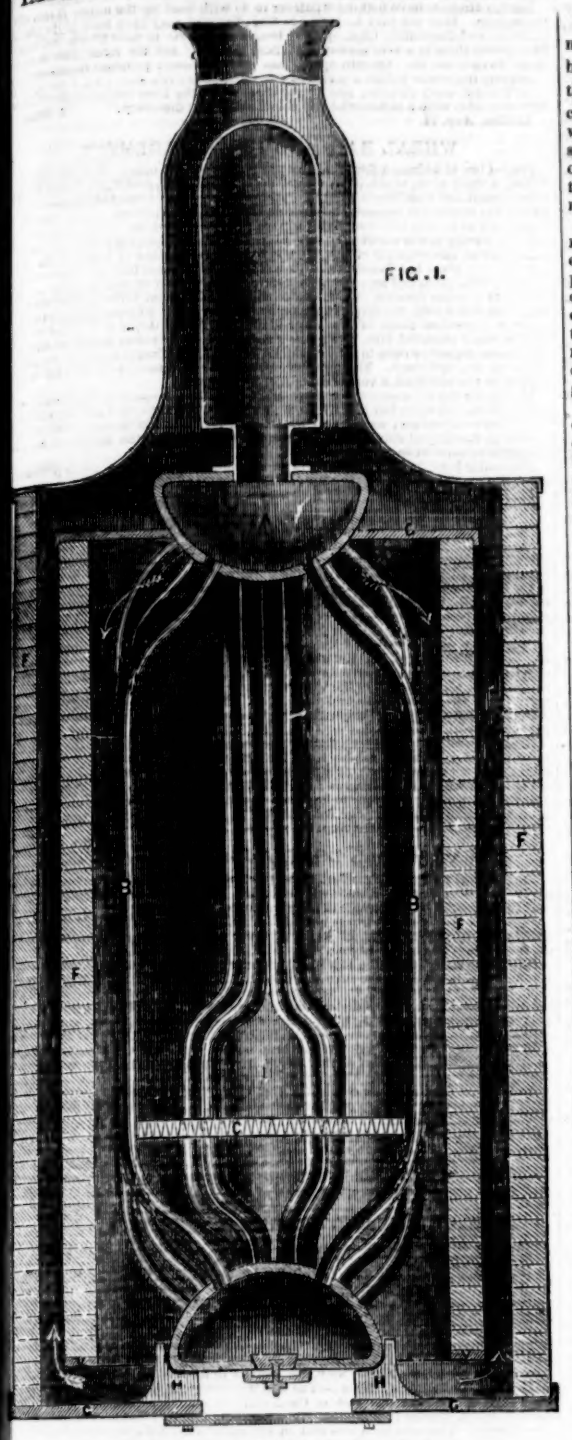
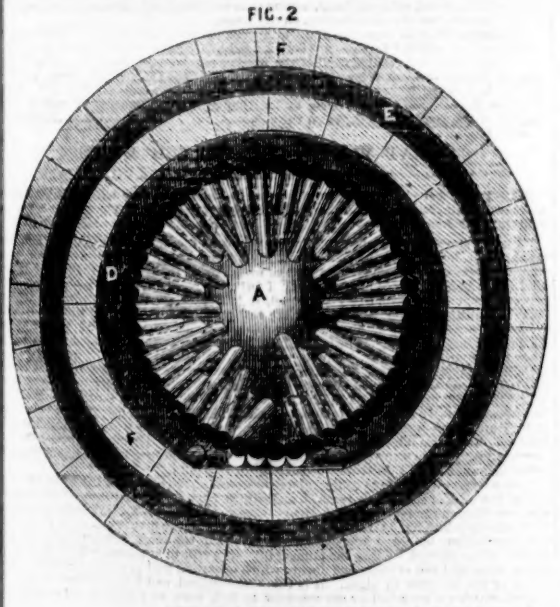


FIG. 1.

FIG. 2



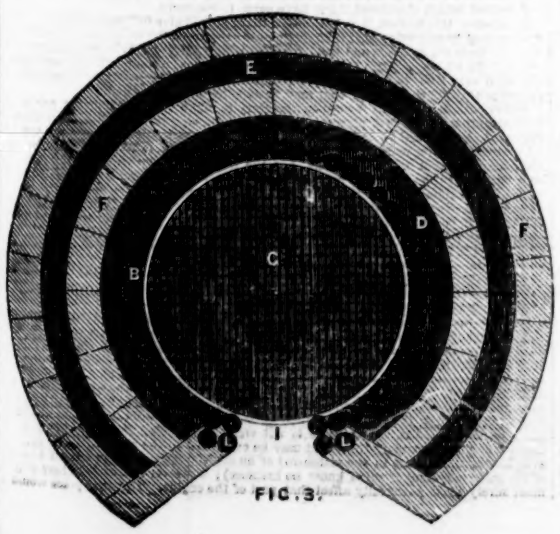


FIG. 3.

So numerous are the modifications which Mr. Craddock's last improvements in the steam-boiler admit of, that it is not easy to decide upon the best out of the many different forms he has put before us, all embodying the same essential principles, and containing the same leading and practically important adaptations. These inventions clearly demonstrate that, when the leading points of an invention are sound, and the primary practical structure such as everyday use requires, the minor practical details admit of great variation; so much so, as in the instance under notice, not only to adapt the boiler to every variety of purpose, but render it also a mere matter of opinion which of the modifications is the best.

The arrangement shown in Figs. 1, 2, and 3, illustrates the above remarks, as it indicates how boilers of any size or shape may be made wholly of tubes, with the exception of a top and bottom chamber, and these are comparatively so small that, compared with the common boiler, they may be called tubes also. These chambers form a communication with all the parts of the boiler, and, at the same time, provide the means and ready access for the insertion of the ends of the tubes, which are firmly held by being furrelled, in the same way as in the locomotive, which leaves nothing to be desired for making cheap and practically good boilers, adapted safely to generate high-pressure steam, and economise coal in its production.

These boilers retain and extend all the advantages of the Cornish boilers, without their enormous bulk and weight. By giving the tubes any desired bend, the form of the boiler is changed at pleasure. The size and form of the top and bottom chambers are determined by the angle at which the tubes are inserted in them, and the number so inserted. In the instance shown, the tubes are inserted at such an angle that a line drawn through the centre of each of them meet in a point in the centre of the hole through which they are furrelled. This hole is seen in the bottom chamber as stopped up by a cast plug, and in the top chamber leads to the steam-chest; the consequence is, that the 48 tubes can be furrelled through these two holes, which are only about 6 in. diameter.

Fig. 1 is a sectional elevation; Fig. 2 a plan, which shows the boiler above the fire-door, and also the manner in which the tubes radiate from the hemispherical top of the bottom chamber and the hemispherical bottom of the top chamber. The chambers in this boiler are best described as cylinders of 14 in. long, having one end hemispherical and the other flat, the greatest diameter being about 28 in. Fig. 3 shows a plan of the boiler at the fire-grate and door. In this arrangement A A are the top and bottom chambers; B, the tubes containing water; C, the grate; D, the flue leading from the boiler to the flue E, which leads to the chimney. F F are the inside and outside brick casings; G G are two cast plates—one supporting the brick casings, and the other enclosing the top of the inner brick casing, the chimney rising from the top of the outer brick casing. At H H are seen projections from the bottom plate; on these the boiler rests; underneath is a plate or cover, by removing which access to the bottom of the boiler is obtained; K is the steam-chest. The chimney is introduced into this arrangement to show the steam-chest in it, and the manner the hot gases are carried round the steam-chest; but it is often preferred to have the steam-chest separate from the boiler; it is then either placed in the stack, or encased with brickwork by the side of the stack, the latter is preferred; and the products of combustion pass around it on their way to the stack or chimney. In such case the top chamber would merely have a cast plug in the hole through which the tubes are furrelled, so that by simply removing these cast plugs the tubes are all as accessable as they were when the boiler was made. At I is seen the opening for the fire and ash-pit doors, but the doors are not shown, as they would merely confuse. The fire and ash-pit doorways are formed by the four tubes seen in Fig. 3, two on either side, standing outside the other tubes; these four tubes, after forming the fire and ash-pit doorways, fall in with the general circle of tubes, as may be seen in the plan, Fig. 2, and in the elevation, Fig. 1. The plan, Fig. 2, shows the form and position of the tubes as leading upwards from the bottom chamber, but in the top chamber they assume quite a regular order, which is what may be called three circular rows of tubes radiating from the centre of the hemispherical end of the chamber, A, to the outer circle of tubes, or that which forms the circumference of the boiler. In the plan, Fig. 2, the four tubes, E, are seen in the position they assume before and after they fall into the general circle.

From what has been said, and a glance at the three distinct curves seen in Fig. 1, which the three rows of tubes assume to bring them into the general circle, as seen in Fig. 2, the structure will be readily understood, and a few words will explain its mode of action. The water is in the tubes, the fire-box is the interior of the boiler. From the grate up to the dotted lines, where the tubes again diverge from the circle to their respective positions in the hemispherical end of the top chamber, the products of combustion cannot escape into the flue D, but on reaching that point the tubes separate, and the products of combustion pass into and down the flue D, and from thence up the flue E, and so on to the chimney. At V is seen a cast-iron ring which supports the inner brick casing, and also allows the products of combustion to pass out of the downward flue D into the upward flue E. This cast ring has four or five projecting feet cast to it, which, resting upon the cast plate G, supports both the ring V and the inner casing of brickwork. The feet are purposely left out, as they would seem to obstruct the gases in their passage from the flue D into that of E. The arrows indicate the course of the gases from the boiler to the chimney: the same letters refer to the same parts in all the figs. It will be seen that the heat is generated in the boiler, and the boiler, in all its parts, is surrounded by it; and what is the outside brickwork in other boilers, is here surrounded also by the hot gases passing to the chimney. As it is not shown in the drawing, it is best to remark that an ash-pan is introduced under the grate, which effectually precludes either the cold air from entering the flues, or the smoke from coming into the ash-pit.

The two plans show the boiler to be round; but in the sectional elevation only so many of the tubes are shown as are necessary to illustrate the peculiarities. The steam-chest, instead of communicating with the top chamber, A, by a short branch, may be made open at the end, and adapted to an open end of the top chamber, A, so that a joint can be made therewith after the fashion of the cylinder-lid joint; but small joints are preferable when they can be introduced. By this last mode of connecting the steam-chest to the top chamber, A, there would on removing it be the freest access possible given to the interior of the chamber A. The hemispherical ends of the chambers, A A, may have any angle given them, and the angle at which the tubes entering them are inserted may be varied at pleasure, so that flat ends and straight tubes can be used; but in such case the chambers, A A, would require to be much larger for the same sized boiler. It should not be supposed that the bend is an objection, as the inventor always bends his tubes, when not required for any other purpose than to meet the objections arising to straight tubes from expansion and contraction. The tubes, when uniformly bent, range together quite as well as straight tubes.

This boiler is shown encased in brickwork; but if it be desired for portable purposes, the inner brick casing should be supplied by another circle of tubes, which could be obtained on enlarging the hemispherical ends of the top and bottom chambers, A A, and then a mere sheet-iron casing would suffice in place of the outer brick case, or it may be sheet-iron lined with hollow brick, or any bad conductor of heat. But for portable purposes the inventor has other arrangements, preferable to this one. In this boiler there are 48 tubes, 9 ft. long and 2½ in. diameter. The external diameter of the tubular part of the boiler is 44 inches. The grate is 38 in. in diameter, and the boiler is quite equal to 25-horse power, with steam used as the inventor uses it, which is high-pressure steam used expansively in conjunction with a vacuum. These boilers are used with slow rates of combustion, so that common bricks serve to set them, and the boiler under notice does not require 2000 bricks to set it, or at 1*l.* per 1000, the cost is but 2*l.* This boiler is an illustration of the leading features and principles of Mr. Craddock's boilers, which can be adapted to any form and for any use. They contain the elements of cheapness, safety, and portability, with all the advantages of the Cornish boiler brought comparatively into a nut shell, and leave no excuse for that continued sacrifice of human life that is continually taking place from boiler explosions. They are also adapted to generate high-pressure steam, so that by good application a degree of economy can be attained in the use of the steam-engine which few have supposed it capable of.

By conceiving the hemisperical chambers, A A, divided into two parts, as seen in Fig. 1, and as forming the ends of longitudinal chambers, we then have a boiler presented of the longitudinal form, with circular ends, and the fire-box still in the interior, having a fire-door at each end, or otherwise, as found most desirable, as on such modification the boiler can have any length given it. In a modification of this longitudinal kind, the centre of what is the curved part in the chambers A A, is occupied by tubes which form an addition to the three rows of tubes seen in Figs. 1, 2, and 3; and, in consequence, there are ten tubes presenting themselves to each furrelling hole (which in this case is but 2½ or 3 in. in diameter) in the longitudinal chambers, A A; that is, when the chambers are of the same size and section as seen in Fig. 1, but of the longitudinal kind.

In a boiler of this form, and 7 feet long, there are 136 tubes of 9 feet long, and 2½ inches diameter; the grate surface is 30 square feet, and the heat-absorbing surface is 800 square feet; the width over the tubes is 6 ft. This boiler is equal to 70 horse-power; as, by the inventor's improvements in the engine and condenser, a cubic foot of water per hour, in the shape of steam, is at the lowest equal to 3-horse power, and can be made equal to 5-horse power. It follows that such a boiler presents 35 square feet of heat-absorbing surface for each cubic foot of water required to be evaporated per hour—that is, supposing the power to be 70-horse, the grate surface, also, is more than double that given by Watt for each cubic foot of water evaporated. We here see how the Cornish system is embodied in these inventions, and by them reduced from its ponderous and isolated adaptation to a form and suitability that may even effect steam locomotion upon our common roads, and will work such a revolution in steam navigation as in value is beyond calculation.

Original Correspondence.

THE STEAM-COAL QUESTION.

SIR,—Feeling convinced that you repudiate the idea of making your Journal the advocate of the Welsh Coal proprietors, in preference to those of the North, or of favouring any one interested in particular, rather than promoting an important investigation of scientific and practical truth,—under this conviction I request a place for the following remarks on what I feel warranted in characterising as the mischievous and one-sided tendency of the Admiralty reports of Sir H. De la Beche and Dr. L. Playfair.

Had these reports emanated from any private company or individual, they would at once have been examined, and their blunders denounced in all our periodicals, and probably have long since been forgotten. Presented, however, as it were *ex cathedrâ*, with the prestige of high names and assumed scientific accuracy, with the superadded influence of Admiralty and Parliamentary authority, they checked the current of ordinary comment, and thus seriously retarded the progress of sound and enlightened enquiry. It is true, some scientific men did not hesitate to condemn the tone and point out the grave errors of these reports. Amongst those was the late Dr. Ure, whose accuracy and authority outweighed a host of De la Beches and Playfairs. Such individual efforts at setting the public right were, however, inaccessible, or unavailable, to the general reader, while these volumes of blue book rubbish—this *rudis indigestaque moles*—remained to warp the public judgment, and seriously interfere with private interests, and even the public weal. It was not, therefore, until the practical demonstrations and unquestionable facts contained in the reports of the Newcastle experiments, together with the letters of some few competent individuals, among these Lewis Thompson, M.R.C.S., had exposed the blunders and false issues of the Admiralty reports, that practical men, and even coal owners, became alive to the mischievous errors that had been so palmed on the unsuspecting public.

Having had something to do with the Newcastle competition, I myself lost no time in exposing the fallacies of De la Beche and Playfair, by supplying explanatory details of the experiments of Messrs. Longridge, Armstrong, and Richardson. Among the enquiries into the errors of the Admiralty reports I find, in your Journal of May 22, a well-reasoned letter, signed "P.," and which I was sorry not to have noticed earlier. In that letter a sound view is taken of the *cause* of the errors which pervaded the Admiralty reports. Your correspondent states that the United States' general reports, as well as those of the Admiralty, were equally incorrect, and contain internal evidence of the improper character of the *means* adopted for testing the relative calorific values of the several kinds of coal operated on. That a more comprehensive enquiry is called for is admitted by all. That duty, however, belongs to Government, and it still remains to be proved what description of coal is best suited for naval and mercantile steam navigation. The true question, however, as will hereafter be seen, is not which kind of *coal* is best suited for evaporative purposes, on land or the water, but which is the best description of *apparatus*, including boiler, furnaces, and appendages, for turning to account the calorific powers of the coal employed, whatever that may be. With reference to the Admiralty reports, this, the main question, has been absolutely ignored. The experimenters, indeed, seem to have been unconscious of the difference, chemically considered, between effecting the combustion of the fixed or coke portion of any coal, and that of its gaseous constituents; or, in fact, of the difference between bituminous gas-generating coal, and non-bituminous, or anthracite, in which the Welsh coal may be classed; and this notwithstanding the affectation of chemical analyses so ostentatiously spread over their reports.

The Newcastle experimenters succeeded for the very opposite reasons—the attending to the difference between the two classes of coal; and, as they had specially to deal with a highly bituminous coal, making due provisions for the wants and conditions of combustion of its gaseous constituents. This was done simply, cheaply, and efficiently, by introducing the atmospheric air, not only in the proper *quantity*, but in the proper *manner* (for the one condition is as essential as the other), to the large volume of gas evolved from Newcastle coals, and which is one of the main features of their superior value. By this means they effected the combustion of all its constituents. The result was, that the heat generated was up to the theoretic mark, and nearly all available for the purposes of evaporation. On the other hand, in the Admiralty experiments this heat-generative element was lost, passing away in the form of "black smoke," "dense smoke," &c., and which is detailed in their reports as though its indications were a test of superior accuracy, rather than being the most characteristic reproach to the experimenters, and the most conclusive evidence of their ignorance and inattention.

What possible excuse, then, can be offered for such slovenly manipulation, to say the least of it, and the inattention to the commonest rules of analytical testing—viz., the supplying the due quantities or equivalents of the several ingredients that may be employed in any experiment? In the case in question the ingredients were but two—combustible carburetted hydrogen gas and atmospheric air. To the first all attention was given, while the latter is left to chance, or rather wholly excluded, and the doors, or means of admission, being shut in the face of the required supply, and without which the combustion of the gas could no more be effected than could respiration be carried on while the passage to the lungs was closed. Let that all-important and valuable constituent—the 10,000 cubic feet of gas evolved from each ton of the coal—be properly treated and consumed, by the proper application of the 100,000 cubic feet of air, as was done at Newcastle, and the results will be equally satisfactory. In this respect the modern race of "smoke-burning" patentees—O'Regan, Lee Stevens, Prideaux, &c.—are far more wise in their generation, and efficient in their practice, than our professors of the De la Beche and Playfair school. Nature, however, wants none of the costly aids of either. Deal with the gas of this coal in our furnaces as we do with it in our domestic burners, and the calorific value and evaporative effect will, no doubt, be up to the theoretic mark which analysis so correctly indicates.

Llandudno, N.W., Aug. 16. ——— C. WYE WILLIAMS.

FURNACE DOORS, &c.

SIR,—For more than four years I believed that Mr. C. W. Williams and myself had finally parted company in your columns on March 11, 1854; but his letter of last week forces on me the renewal of a correspondence, repugnant to my feelings, for reasons which all will understand who oblige me by reading this letter to its conclusion.

Give me leave, in the first place, to remind your readers that, under the date just mentioned, I informed Mr. Williams that I should "be happy to join issue with him in a manner more satisfactory to practical men than a mere controversy;" and for that purpose I proceeded to challenge him to a competitive trial between his mode of smoke prevention, &c., as reprinted in the *Mining Journal* of March 4, 1854 (the week preceding), from Dr. Ure's *Dictionary of Arts*, and the method at that time chiefly in use by me. The conditions I proposed to him I need not repeat; enough to say they were assumed to be much in favour of my opponent. Yet it suited his ideas of propriety to pass over that offer to terminate a profitless discussion (by absolute proof) without the slightest notice; he did not con-

descend to afford the least explanation for declining a true solution of the question between us; but he accepted, as a necessary consequence, the unavoidable inference of having dogmatically, pertinaciously, and in rather reckless terms, advanced what he found it to be impossible to sustain. Of that inference Mr. Williams ought to have relieved himself, ere he opened up a controversy with me upon another issue, by insinuating that I commit fraud upon the public when I claim a patent right in my regulating air-doors—an insinuation quite in the nature of what he had, on the previous occasion, made about the patented plan I offered to work against what I *then* supposed to have been, at some time or other, a plan which he had patented himself. Nevertheless, the novelty of my invention, and my patent rights therein, were fully established, at law, in the Court of Exchequer, before the close of 1854, by a verdict in my favour, accompanied by the statutory certificates of the Chief Baron, which were unhesitatingly given by him.

Under such circumstances, I might be fairly warranted in considering that the opinions, assertions, and assumptions of Mr. Williams in 1858, being valued in relation to the inutility of those enunciated by him in 1854, should exonerate me from the trouble of writing even a sentence in their refutation; but he shall find no sort of shelter from any reciprocated silence of mine. He comes voluntarily before your readers; who will sit in judgment upon his present evidence, with a full appreciation of the value of his antecedent testimony.

I yield to Mr. Williams the dull enjoyment of his jocular illustration about plated doors without any retort. Men of our age and experience, writing upon a serious subject, should leave to juniors the stale trick of substituting ridicule for reason—a rhetorical feint which few have ever had recourse to who were confident of the accuracy of their statements, and the logical correctness of their deductions. I apply myself, then, in the second place, to the passage containing the real gist of his letter. After quoting the short extract from your article of July 24, he says—"On this I have merely to remark that the mode adopted at Newcastle (*i. e., his* mode) was identical with that which Mr. Stevens imitates and employs—*viz.*, that of the now expired patent of 1828, so fully explained in the several editions of my *Treatise on the Combustion of Coal*, and as described in Dr. Ure's *Dictionary of Arts*."

So many mistakes can scarcely have been printed before in five consecutive lines of any public journal. The word *identical* is one about the definition of which there can be no dispute. Primarily, it means the same thing, identified at another time or place; secondarily, a reproduction, essentially the same in every part; and I deny the identity sought to be established by Mr. Williams in every point of reference, upon the following grounds:—

1. "The now expired patent of 1828," mentioned by Mr. Williams, *cannot be identical* with "the specific invention for which he obtained a patent in 1839," referred to and illustrated by Dr. Ure. This requires no comment.

2. I have examined, at the Patent Offices in Southampton-buildings, the official list, and I cannot find any patent whatever granted to Mr. Williams in 1828.

3. The patent obtained by Mr. Williams in 1839 is *not* identical with the description and illustration given by Dr. Ure.

4. Neither is the method described by Dr. Ure, nor that specified by Mr. Williams in 1839, identical with "the mode adopted at Newcastle."

5. Nor is my invention identical with either of them.

Relative to Proposition 2, my search at the Patent Office has yielded the following list of patents granted to Mr. Williams:—No. 7468, for preparing peat, moss, or bog, for fuel, 1837; No. 7744, ditto, ditto, 1839; No. 7770, for purifying turpentine, &c., 1839; No. 8118, for improvements in boilers and furnaces, 1839; No. 8703, for improvements in furnaces and boilers, 1840; No. 9215, for the construction of furnaces, and effecting combustion of the inflammable gases (invalid for want of specification), 1842.

If, however, Mr. Williams can give me a clue by which to discover any patent obtained by him in 1828, or at any other date earlier than Nov. 17, 1837, I shall be glad to rectify the omission, and to admit the full extent to which I have been misled.

Proposition 3 I support by extracts from the specification put in by Mr. Williams, in completion of his patent for "improvements in boilers and furnaces," &c. (office number, 8118), on Dec. 20, 1839:—

"My invention consists—First, in the peculiar construction of certain parts of the furnace called the bridge, or flame bed, and the application of certain flattened or circular perforated tubes connected therewith, by which I effect a quicker and more complete incorporation of the combustible gases issuing from the coal or other fuel in the furnace with the atmospheric air, and by which incorporation a more perfect combustion of the gases is effected, and the formation of smoke prevented. Secondly; my invention consists in a mode of introducing atmospheric air to the bridges and flame beds of furnaces, and to such tubes, by means of certain other tubes, pipes, or conduits, in a manner unconnected with, and independently of, the air in the ash-pit. Thirdly; my invention consists in a peculiar mode of introducing the atmospheric air to the solid or carbonaceous part of the fuel on the fire-bars of the furnace, by means of separate perforated tubes placed in the ash-pit so as to distribute the air equally to the under surface of such bars and fuel, thus preventing too large or an undue quantity of air being drawn or attracted to any one portion of such bars and fuel more than to another. Fourthly; my invention consists in the application of an artificial blast or current of air for the supply of the before-mentioned tubes or distributers at the bridge and flame-bed as well as those in the ash-pit, by which the current may be increased or diminished at pleasure, and the combustion of either the gases or carbonaceous part of the coals thus accelerated or retarded. Fifthly; my invention consists in the application of a moveable bridge made of fire-clay, by which the fuel on the bars is prevented from interfering with the air distributors in certain cases, and by which, also, the extent of fire surface and bars may be increased or diminished at will; and in order to afford the best information for carrying my invention into effect, I give the following description of the process and means I employ." * * * * * * * * *

"Having thus described the nature of my invention, and the modes of carrying the same into execution, I do not claim the introduction of air to the bridge, which has already been done by others; neither the plan of increasing the current of air by an artificial blast; but I especially and exclusively claim as my invention—First: the use, construction, and application of the perforated air distributors, by which the atmospheric air is more immediately and intimately blended with the combustible gases generated in the furnace; secondly, the application of distinct pipes or tubes, by which the air is conducted to the gases at the bridge and flame-bed in whatever situation they may be placed, where such pipes or tubes are the means of bringing such air to the gas, independently of the air in the ash-pit or other part of the furnace or flues; thirdly, the use and application of separate perforated tubes, situated in the ash-pit, as the means of distributing uniformly, and along the under side of the bars, the air which is intended to be applied to the ignited fuel on them; fourthly, the application of a current of air artificially created by a fan, or other mechanical means, when in connection with such pipes and air distributors, as a means of regulating the quantity of air to either class of air distributors; fifthly, the use of a moveable false bridge laid on the bars, by which the extent of the fire surface may be increased or diminished."

Between these two extracts a long and minute description is given of the mechanical means employed, without a word about doors for the admission of air, and illustrated by six sheets of drawings, among the numerous figures of which there are six sections and eight elevations of doors of the *ordinary form alone*. There is nothing in either of these drawings that, with the remotest regard to truth, can be said to be similar even, in the least degree (the question under examination considered) to the illustration published by Dr. Ure. It remains for Mr. Williams to prove that *these* two diversities are *identical*.

In commenting upon proposition 4, I quote from Dr. Ure—

"One of the many ingenious methods in which Mr. Williams has carried out the principles of what he justly calls his Argand furnace is represented in Fig. 38, where *a* is the ash-pit of a steam-boiler furnace; *b* is the mouth of a tube, which admits the external air into the chamber, or iron box of distribution *c*, placed immediately beyond the fire-bridge *g*, and before the diffusing or mixing chamber *f*. The front box is perforated either with round or oblong orifices, as shown in the two small figures *e e*, beneath; *d* is the fire-door, which may have its fire-brick lining also perforated. In some cases the fire-door projects in front, and it, as well as the sides and arched top of the fireplace, are constructed of perforated fire-tiles, enclosed in common brickwork, with an intermediate space, into which the air may be admitted in regulated quantity through a moveable valve in the door."

No detailed drawing is given of the door, but in Dr. Ure's woodcut it is shown as having a perfectly flat or plain surface, internally, presented to the action of the fire; and it will be observed that the "tube which admits the external air into the iron box of distribution, placed immediately beyond the diffusion or mixing chamber" (say tube, box, and chamber), constitute, together, the leading and apparently the most important feature of the plan; and that the door arrangement "of perforated fire-tiles" performs a comparatively minor part. On the contrary, the professional agents employed by the Newcastle Steam Collieries Association report that—"In the present instance Mr. Williams introduces the air only at the front of the furnace, by means of *cast-iron casings*, furnished on the outside with apertures, provided with shutters, so as to vary the area at will, and perforated on the inside with a great number of ½-in. holes." Now, although this description is somewhat vague, I venture to conclude that no one, save Mr. Williams, will persist in maintaining that his mode so adopted at Newcastle was identical with that so fully explained in Dr. Ure's *Dictionary of Art*, either in the precise use of the same parts, or of the same material in their construction.

With reference to proposition 5, I shall not require to occupy much of your space now. I am informed that the "cast-iron casings" supplied by Mr. Williams for the Newcastle experiment presented plane, or flat, surfaces to the action of the fire; I am otherwise authorised to infer that to be the fact, in the absence of any remark to the contrary on the part of the Newcastle experimentalists, who generally describe Mr. Williams's system (which, of course, includes the means) as *well known;* I am further entitled to assume it as the very foundation of the statement made by Mr. Williams, that all the modes referred to by him are identical; and to that point I shall, at present, confine myself. Now, my invention specially provides that the inner plate of the door shall have a curved, and *not* a plane, or flat, surface. I give a reason for this in my specification, saying, "It will be obvious that the convexity of the inner plate (particularly if the semi-globular configuration be retrained) will better admit of the reciprocating action of expansion and contraction, caused by the greater or lesser heat from the fire, than if such inner plate were made with plane surfaces, and will thereby be rendered much less liable to fracture." Practically, that has been the case. The domes of my doors protruding twice as far into the fire, thereby materially heating the air in its passage through them (which, even in the dictatorial presence of Mr. Williams, I *still* declare to be necessary, to prevent smoke, and to *increase steam* to the extent I am myself accomplishing), are found to be very *considerably* less destructable than those I have, in some instances, superseded, which were made not of fire-tiles certainly, but as near in form of construction as possible to those described by Dr. Ure.

As I have no misgivings about the result of this controversy, I can pursue it without hurrying on to an imperfect conclusion; my immediate object is to caution your readers not to rely upon statements made by Mr. C. W. Williams; and I hope to be obliged by you with further space for that purpose.—I, *Fish-street Hill, Aug.* 18. J. Lee Stevens.

THE CORNISH MINE CAPTAIN—TO MINE ADVENTURERS.

Sir,—The public have been so frequently deluded by persons professing to be miners, yet having no claim to the title, that I almost fear the advice which I propose to offer will receive less attention from those to whom it is addressed than those who acquainted with the facts are willing to give it. Both capitalists and others, however, may rest assurred that my remarks are worthy of their consideration, that they contain the opinions of all really having the interest of mining at heart, and that by acting upon the inferences to be drawn therefrom, they (the capitalists) will obtain more satisfaction and more profit than otherwise. We do not usually like to egotise; but being, as we now are, pressed to come forth and vindicate our character, we challenge all England to produce a more honourable, intelligent, or industrious class than the Cornish mine captains, although many have had to educate themselves. Nine-tenths of the mining captains use the greatest exertions, and their continual study is how to get gain for their employers; and if gentlemen who have been so shamefully duped of their cash were to thoroughly investigate the whole of the circumstances of their case, they would in most instances find that it is not the mine captain who is in fault. True miners now feel that they are tarnished with guilt, through being compelled to come in contact with such men. The greatest enemies, however, which a mine captain has are his flatterers, who not only destroy all confidence which honourable mine adventurers might have in us, but, under the guise of assisting us, draw money to themselves which would otherwise be spent in legitimate mining.

We have long been in a most unenviable position, but a brighter day is now dawning on our industrious little world again, and should the bright sun of prosperity again shine upon us as heretofore, we trust that integrity and true philanthropy will be the order of the day.

For the sake of Cornish mine labourers, we are sorry there is so little doing in new speculations, although copper, tin, and lead are at a good standard. We say to those who have been unfortunate in mining to "try again"—it is sure to pay, if talent, industry, perseverance, and capital be brought to bear. The proper agents to be employed are not men who can talk only, but persevering practicals; not those who are continually riding about for pleasure, but men who are willing and competent to work. I know some managers who devote more than half their time to pleasure, and I might say that their neglect is a benefit to the mine, as they are sure to put things out of order when they attempt anything in connection with management. I have recommended unfortunate speculators to try again, but, in all sincerity, I would say for the future be a little more cautious. Speculators should not connect themselves with any adventure where the projectors want an exorbitant premium—it is a sure path to ruin. They should be cautious of parties coming before the public with a prospectus representing that great fortunes are to be found in some old mine which has been long abandoned, that large courses of copper, tin, and lead have been left by former workers, and the new company have only to put up an engine and pump out the water, and the returns and dividends will commence immediately. The projectors, moreover, assert they have obtained the grant to rework the property as a special favour, that many have been refused such grant, and, as a reward for getting hold of such a good thing, and one so valuable to the public, they reserve to themselves one-third of the shares free, and provide that 500*l.* or 1000*l.* are to be handed over to them out of the working capital. This may read well in a prospectus, but capitalists should not believe it; there was never yet a rich mine in sight which was forsaken, although I have known many good *speculations* abandoned (where 10,000*l.*, 20,000*l.*, or even 40,000*l.*, has been laid out fruitlessly) which have been reworked to a good profit. There are many setts now idle in this county that are worthy of further trial; in these a few hundreds, or a few thousands, have been squandered, although in some of them it was never intended by the first promoters that they should be fairly explored, having been simply taken up for sale.

We would here say to mining speculators, beware of these glozing prospectuses, and do not go into very deep mines. They should take a lesson from the Great Wheal Vor, where I am told the cost to fork the water to the bottom is no less than 400,000*l.* Now, if we calculate 10 per cent. for that money, which is low enough for mining investments, they must make 40,000*l.* annual profits to pay fair interest; then we have to reckon for half that sum laid out by way of calls for five years, at 10 per cent. = 10,000*l.* Again, we will suppose that the mine be wrought at a profit of 20,000*l.* yearly for 10 years after the water is in fork = 200,000*l.*; this amounts to 2-5ths of the first outlay, then interest on (say) 400,000*l.* for 10 years, at 5 per cent. = 200,000*l.*, so that there would be no profits for 15 years, and that even calculating upon an annual profit of 20,000*l.*, although there are doubts whether such profits can ever be realised. I was surprised to see such a report as appeared in the Journal, coming from one of the workers on the large course of tin so much talked about being taken away nearly to the bottom of the shaft; they have to sink for a new mine below 350 fathoms deep. Might not this 400,000*l.* be laid out to better advantage? If half the money were invested in new setts, or setts wrought to a limited extent, in less than seven years they would pay 50 per cent. on the money laid out, and continue to do so for half a century. As to Captain Gill's ability, two opinions do not exist among practical men—he is thoroughly competent for the duty he has undertaken. But adventurers should recollect the difficulties atttending the working of old and deep mines, and consider before they condemn those managing them.

Lostwithiel, Aug. 19. John Seymour.

WHEAL HARRIETT MINING COMPANY.

Sir,—In your report of Wheal Harriett meeting, Mr. King (the secretary) is made to say, "Messrs. Watson and Cuell had, under peculiar circumstances, 40 shares restored to them." Permit us to say the 40 shares forfeited, and so restored, were not ours. In another part of your report, Mr. Watson is made to appear on behalf of Mr. Wescomb, and to say a most damaging thing against him. The fact is, the remark that "Had the mine remained valueless they would have heard nothing from Mr. Wescomb," was one made by several gentlemen at the meeting, and Mr. Watson said to the effect that although such might be the case Mr. Wescomb was disposed to try the question at law.

1, *St. Michael's-alley, Cornhill, Aug.* 14. Watson and Cuell.

GREAT SHEBA MINE, AND ITS MANAGEMENT.

Sir,—The mine presents, almost without exception, a monument of the greatest piece of folly ever produced in Cornwall, as regards shafts. There are now four shafts on the mine, made at the cost of 25,000*l.* in calls, and 8000*l.* in ore sold, and not one of them useful or paying. In three of these shafts there is not a stone of ore visible; and in the fourth the ore—or, in other words, mundic—is worth about 1*l.* per ton, which is not worth dressing; and, as far as I can see, there is no legitimate attempt being at present made to discover any more ore.

The western shaft is 60 fms. deep, the eastern 40, Kelly Hole 20, and Vatcher's 13, making a total of 133 fms. of shafts, besides the adits. Never before was such a piece of bungling heard of in all the mining districts of Cornwall and Devon. There would be some sense in sinking one shaft 133 fms. deep. Really the directors must have had more money than brains to have allowed their pockets to be thus trifled with. I would now recommend, when the directors are tired of all these shafts (which will not be very long, Kelly Hole included), to sink another on the lode opposite to miller Rattenbury's house, in the land belonging to the company, and then another on the lode in Lidwell-lane. These operations, backed up with some good reports from the captain, will complete the folly; but, as a saving clause, I would advise that Captain Spargo should be requested, as an earnest of his good faith, and as a pledge for his far-seeing propensities, to take paying shares in the mine, and work out the calls in his salary, and when the mine pays cost give him double the amount he has thus expended, and a douceur of 100*l.* I would instantly request that the captain should be on the mine 12 hours a day, and that all boys should be discharged from the count-house and mine. The floors being made at Kelly Hole, without any ore to dress, creates much laughter and merriment among the miners, as well it may. They all say London streets are paved with gold, and there is no reason why it should not be thrown away. It is all good for labour, and the directors have a right to do what they please with their own. A Miner.

Callington, Aug. 18.

GREAT TREGUNE, AND ITS MANAGEMENT.

Sir,—I should not take up my pen to reply to Capt. Spargo did I not know he had a very convenient memory. Who on earth would take upon himself to use his name as regards the 22½ tons of ore said to be on the mine?

The captain says, in reference to his imagination, "it is through this that all young mines are worked at all." This is not a very flattering announcement to the adventurers, as he clearly admits that it is his imagination which sets young mines to work, and the companies with whom he is concerned must, therefore, be prepared to back up the captain's imagination, and share his usual luck, by launching out the calls upon the faith of his self-reputed ability. It is absurd to talk to a practical miner about the wonderful importance of having in sight stones of ore of 7 or 8 lbs., or rocks of ore weighing 300 lbs., or even an accumulation in the space of many years of 10 tons of ore, worth 70*l.*, at a cost of 15,000*l.* Many mines sample hundreds of tons of good copper ore yearly—nay, monthly—and yet never pay cost, much less a dividend. The idea is ridiculous of comparing a young mine, in totally different strata, and under very different conditions, to South Caradon Mine. South Caradon may be a kind of bait to the unwary, as the Devon Consols has been, but this great mine (South Caradon) came forth at once with all its splendour, cost only 400*l.*, and first sampled 200 tons of rich ore within 10 fms. from surface, which enabled the fortunate adventurers to develope the mine.

When Capt. Spargo tells me that "no man can see through the bowels of the earth," I believe him; and if all his reports went to that effect there would be much cause for congratulation, and very much less misery and anxiety among the shareholders; nor would any one be induced to speculate beyond his means and resources. But Captain Spargo, with the same breath that he says "no man can see through the bowels of the earth," declares that the Great Tregune will be a good dividend mine. What faith can I, therefore, have in Capt. Spargo or his judgment after these contradictory declarations? Capt. Spargo does not fail to fix the directors with all the responsibility of the management of the mine, to escape censure. He plausibly says that "there never was board of directors who worked a mine more practically." Had the mine been productive Capt. Spargo, in his self-esteem, would have stood forth, assumed to himself the praise, and said, "I am the man."

London directors have nothing whatever to do with working the mine: it rests with the captain. How can they be judges? The directors may have been in the habit of believing and discounting Capt. Spargo's imaginary reports to their friends, which may have placed them in a very delicate and false position; but the right horse ought to wear the right saddle. Captain Spargo has now, as usual, promised the shareholders something important within a period of two months, or even less. All I can say is, I wish Tregune every success; and I trust that within the time named the shareholders will be greeted with a substantial and not an imaginary discovery. A Miner.

London, Aug. 14.

WHEAL BAL, AND ITS MANAGEMENT.

Sir,—I beg to address a few words to you respecting this mine. A shareholder (Mr. Viner), a week since, sent a letter to each of us adventurers, containing remarks on the management and working of our mine. The letter takes a proper and business-like view, and by fair arguments supports the writer's position. He points out certain objects worthy for us to take into consideration as to the future working of our mine, the propriety of having as few merchants as possible on the committee, the propriety of electing a new purser, the propriety of keeping up proper working plans of the mine, &c. The meeting took place last Tuesday, and I am given to understand that Mr. Viner attended provided with plans and arguments to sustain his views, but instead of going into the matter in a proper manner, so as to enable us by fair argument to decide what was right and what was wrong, the merchants took up the affair in a different light, for they descended to personal abuse of Mr. Viner—indeed, so far did they forget themselves that they actually assaulted him, because he insisted that if the purser would not carry out resolutions regarding calls in arrear that he (the purser) should, from his own pocket, make up the deficiency. The finishing touch being, the merchants drawing up and signing in the cost-book a vote of confidence in the purser.

The agents did not attempt to confute Mr. Viner's ideas respecting the objects to aim at in working the mine, but that which fell from the lips of the agents actually confirmed Mr. Viner's statements; and when I walked over the ground in the sett I could not believe in the general opinion—that one of the largest, if not the largest, tin mine in Cornwall remains undeveloped.

I fervently hope that all adventurers in the mine will waive any minor differences and unite to settle the necessary steps, for the common advantages of all.

St. Just, Aug. 11. A Constant Reader.

GREAT WHEAL BUSY, AND ITS MANAGEMENT.

Sir,—One of your correspondents complains of so many agents being employed as a grievance. Now, as a shareholder, and one largely interested in the mine, I ask him to consider the amount and difficulty of the work performed. In clearing up an old mine of the extent of Wheal Busy, every care and attention have been necessary to prevent accident, happily with comparative success. In laying out the floors caution and experience have been equally necessary; I, for one, do not like that parsimony which would save up candle-ends yet squander pounds. On a recent visit to the mine, on enquiring for one of the captains, whom I had recently known, I found he was underground, and had been there 12 hours, superintending and assisting in fixing the new skip-road. I also found this was not unusual for him, although in a very wet and cold place. I understand also that this part of the work was dangerous and critical. I see by recent reports the work has been effectually executed. So far so good. I ascertained the men were never left without the responsibility of an agent's presence, and that every part of the mine is regularly visited.

If the dissentient would take the trouble to ascertain the extent of the works, and the supervision required, as also learn the necessity we shall soon have for extensive operations—not on dead work, as hitherto, but on such as will, I trust, be remunerative—I think he will be as desirous as I am to have a staff of officers equal to the occasion. There is yet considerable work to be done in putting in the new engine, but I am pleased to say appearances warrant our doing so, and in still maintaining an efficient band of agents to execute it.—*Halifax, Aug.* 16. J. H.

GREAT WHEAL BUSY, AND ITS MANAGEMENT.

Sir,—It was resolved at the last June meeting, in London, that another pumping engine be erected forthwith, since which nothing has been reported concerning it. It was then thought very desirable to have another engine at work as soon as possible, as the present water is seven strokes per minute, and still sinking. The shaft in the approaching winter, with increased depth, will give the present powerful engine enough to do, exclusive of lets or breakages.

Now, as to the place for the new engine, who is to decide? Is it not of the utmost importance that it be put in the best possible position for the future development of the mine? bearing this in mind, we hope those who may decide this important point will not fail to recollect the late blunder in putting the new skip-road in a miserable end, which, although nearly finished, if not altogether, is, according to the current testimony of the miners, who are by no means to be despised, quite out of place. Taking the future working of the mine into account, and that had the same amount of money been expended in sinking a new shaft further north, it would be completed ere this, and infinitely more advantageous for all miner-like purposes.

And, now, a word as to the economical part of the management, for unless this is attended to, and that quickly, promising as the mine is, it must eventually pass into other hands. It has been suggested that Wheal Busy managers would do well to imitate their neighbours at St. Day United, where they have three pumping-engines, and other proportionate machinery, with two mine carpenters; while at Great Wheal Busy they have seven carpenters to one pumping-engine, one steam-stamps, with crusher attached, and one winding-engine. Is this true? If so, what may be expected in the higher departments of this great industrial enterprise? Paid-up Shareholder.

GREAT WHEAL VOR, AND ITS MANAGEMENT.

Sir,—The letter of "A Disinterested Looker-On," published in your last Journal, is an interesting document, in so far as it shows how a man with some skill and much unscrupulousness can mystify plain truth by a cloud of words. But facts are proverbially "stubborn things," and with these alone I have to deal. The half of a balance-sett ordered by Capt. Gill in error, and which caused considerable delay in getting the engine to work at Wheal Vor, has dwindled down to a trumpery horn, which caused no delay at all, and was fixed in its place before the wrought-iron straps which connect it to the bob were finished at the factory. But "Looker-On," feeling himself pretty well punished by the horn, states that the accident happened on the 24th, and that Mr. Hocking discovered the error on the 27th. Now, the facts as to the casting are these, and Messrs. Harvey's books will verify them:—The accident truly happened on the 24th, and the same night a new horn was cast by Capt. Gill's order. Next morning Capt. Gill informed Messrs. Harvey and Co. that the wrong horn had been cast, and gave orders to cast another. The right horn was cast on the night of the 25th, and that, too, without Mr. Hocking, or any other engineer, having communicated with Messrs. Harvey and Co. or their agents, directly or indirectly, on the subject.

My statements with regard to the whim were perfectly correct, and the flat rods, great portion of which "Looker-On" declared to have been destroyed, is still doing duty. I must also again state that several of the wooden rods were squared by cutting off the slabs in the saw-mill at Wheal Vor at the time mentioned in my last letter; and the fact can be attested by several shareholders, as well as the agents on the mine. With regard to the other statements made by me, they are strictly true, and I challenge enquiry which shall be *conclusive* on the subject. A Shareholder.

Aug. 18.

GREAT WHEAL VOR UNITED MINES.

TO THE EDITOR OF THE MINING JOURNAL.

Sir,—I shall feel obliged by your inserting the accompanying letter, which I have addressed to the committee and shareholders of the Great Wheal Vor United Mines, in your valuable Journal. E. S. Cread.

"I have refrained from interfering in any way with the affairs of these mines until the present time, hoping that the officials would acquire sufficient experience from the error committed since they have undertaken the management, and availed themselves of the advice and assistance of competent men. I feel now, however, that if the property is to be saved from being completely sacrificed, it is high time to speak out, and let the shareholders and the public understand the real position of things. In the last Journal I see the same system of absurd congratulation going on among the supporters of the present management; for instance, in a letter signed N. Ennor, after labouring to show that your management is in itself perfect, he wound up by the broad and unsatisfactory assertion, 'that breakages in such concerns ever did and ever will occur, and it is beyond the power of man to prevent them.' Now if this be all that Mr. Ennor can teach us, it is by no means a pleasant communication for the shareholders, and tells us that we have only to make up our minds to respond cheerfully to the calls as they are made—open our pockets and shut our eyes, and see what management we send us. The large interest held by my personal friends is a sufficient reason for me now protesting against the great and utterly useless expenditure in the present proposal of the management to substitute wooden rods for iron ones.

I see no cause whatever to congratulate ourselves, as the bottom of the mine has not during the present week been reached, and which ought to have been reached months ago, according to the report of Mr. Henry Crease, and which it was quite possible to have accomplished, and at the same time complete all the pitwork as they proceeded. The shareholders must not lose sight of the fact that the most difficult and expensive portion of the pitwork—fixing the plunger lifts—has still to be accomplished, at an enormous outlay and loss of time, and during which operation will prevent us availing ourselves of the tin now in sight. It is this short-sighted, and I must term it bungling system which we are asked by our manager to look upon as scientific and economical, and against which the shareholders have cause to complain.

In entering this protest, it is but justice that I should give full particulars of what reasons may be alleged against their further use; to expose the errors that may have been made in their construction and incidental inappropriateness in their present form for the purposes for which they are applied; and, lastly, how at a comparatively small outlay and with very little loss of time, they may still be made incomparably superior for use (to say nothing of cost) to any that may be supplied to replace them.

Before entering into this it may be necessary to make some few remarks, and to draw your attention, in the first place, to the estimate which your committee have made of the cost to be incurred for replacing the iron rods by the wooden ones. They say, 'The estimated outlay for which, taking the old rods into account, is 700*l.*' The actual materials may not cost more than this, but the utter absurdity in supposing that this sum will cover the contingent work to be done, interest on the money expended on the mines, loss of time in fixing them (all the current expenses must go on simultaneously), and the time required for forking the water when they are replaced (and there are many difficulties to be overcome before that can be accomplished) is so palpable, that there is no necessity for me to do anything else than to draw your attention to the fact. A practical man at all acquainted with such work will fully confirm the absurdity of such an estimate. Another thing I would remark is, that I do not consider your present engineer—for whose integrity and ability I entertain the highest respect—after having recommended and failing in the proper mode of fixing the present iron-rods, and then suddenly proposing wooden ones, is the proper person to decide upon the adoption of such a suggestion that may be made for their further useful continuance; and most unquestionably, if he authorised and passed such an estimate as the foregoing, he probably will decline to pass any further opinion on them; but as the question is of such vast importance other parties should be called in. There are many practically scientific engineers of the county perfectly competent to judge. From what I have been able to gather of the opinions of your committee, you appear to entertain an idea that the concussion the rods may undergo has caused them to crystallise and thus break. That concussion does crystalise wrought-iron is a principle which no sane man can doubt, but to do that there must be enough of it. That there is not enough concussion in the working of the Cornish engines to produce this effect may be evidenced by the absence of any breakage ever having taken place in the piston-rod of an engine, except by the sudden breakage of the main rods (and of this I know no instance); whatever concussion there may be must surely most powerfully affect that part of the engine. The next place we

iron-plates connecting wooden rods to the nose of the main beam; who ever heard of ir giving way? To finish this subject, every one knows that the wooden rods are con- ed together by iron side (strapping) plates, made in proportion to the supposed strength the wood, and in nine cases out of ten, in the event of a breakage, it is the wood that es, not the iron. I think I have, therefore, shown that there is not sufficient con- sion, or vibration, in the usual working of a Cornish steam-engine to crystalise the to such an extent as to produce a breakage. There must be another incidental in- ongruitaness in their present form for the purposes for which they are applied, and that ithout doubt is their faulty connections.

It is at these connections the breakages have occurred, and, therefore, the greatest care d utmost precautions ought to have been taken in using the enormous power Crease's gine possesses. These precautions have not been taken. To those who may not be quainted with their construction it may be as well to state that the rods consist of six , solid pieces of iron in every length, and about seven fathoms in each length, in three parate sets of two each, and connected separately together for the whole length of the ft, averaging about 30 fathoms each lift. It is, therefore, evident that, independent of ew faulty construction (the principle upon which the connections are made tends to er them abroad with each upward stroke of the engine), that the slightest deviation in ther of their lengths must give an increased strain upon the shorter lengths. This is most impossible to avoid. I, therefore, now proceed to propose a mode by which you ll have an unerring even strain upon all the lengths in each lift, and thus prevent the ssibility, through inattention, of having a recurrence of these lamentable accidents. is on the principle of the connection at the nose of the main beam. I, therefore, sug- st that you should adopt faggoted iron-plates, somewhat in the shape of a triangle, but ually rounded of at the connexion with the rod, at the base of the triangle (if I may rm it), so as to avoid angles, and these should be connected (shot) with each rod. course the base of the plates (so to speak) of the upper rods would be inverted, so as correspond with the lower ones. Through these I should insert a main pin to corres- nd with the strength of the rods; and in order to give rigidity to the rods I would se two smaller pins in each of the angles of the triangular flat faggoted plates. In der to make them true, so that they may simultaneously bear the load, I would strap em together strongly, and place them under the boring machine (taking care they are roperly levelled), and then bore the holes of the requisite size for the pins altogether. This means you can bore them as true as a gun-barrel, and thus secure the grand de- ratum—an even strain on them all.

In giving this opinion it has not been done hastily, but after due consideration and sultation with many practical men. The principle has been adopted most satisfac- rily at Par Consols for upwards of 13 years, and reflects great credit on the engineer employed. To accomplish this in the most speedy manner is to employ simultaneously e various and highly-respectable iron foundries in the neighbourhood, and so let them ge these triangular plates and pins (one lift at a time), and have them ready for at- hing to the rods, and boring them at the shortest notice. By this means each lift can taken out and replaced by good sound rods, in an exceedingly short time—avoiding the expenses that must be incurred by replacing them with wooden ones, and that ly with problematical results. One great advantage gained (independent of others) is at the labour in the bottom of the mine would only be partially interfered with, and e chances of further accidents diminished by each change of lifts. There will be diffi- lty enough to be met in keeping the water out of the mine in altering the great length drop-lifts we have at present into plunger-lifts. I, or any one else who understood s work, could make the alteration in the rods in three weeks. Even if wooden rods, ngeing-plates, bolts, and burrs were on the mine at this present moment these altera- ns would be incomparably the most *economical* and *effective*.. In a mine of this mag- ude they could soon be made use of. Wheal Metal alone will use up a large portion of em with the engine that is proposed to be replaced there.

I have no other object in writing this letter but a wish for the success of this grand dertaking, and that my own personal friends and the shareholders generally may reap e benefit of their fullest expectations at the smallest possible cost.

EDWARD S. CREASE."

WEST DOLCOATH (LIMITED).

SIR,—It is somewhat inconvenient, to all parties concerned, that two or more mines ould be alike, or nearly alike, in their names. Now, it has occurred that there are two ines called "West Dolcoath," one in the parish of Gwinear, which is the above, and the her in the parish of Camborne, the only verbal distinction consisting in the word limited." The lease of West Dolcoath (limited) was granted in 1851, under that design- tion; whereas the lease of West Dolcoath, in Camborne, has only just been granted, that priority belongs to the above. I am not disposed to quarrel about the matter, t I say it is inconvenient, because it may sometimes lead into mistakes to have names much alike. The original name of West Dolcoath, in Camborne, was Wheal Nelson. 1850, when it was named, in conjunction with other mines, Pendarves and St. Aubyn ds. I am very glad to be able to say, after the very long delay that has occurred, t operations are commenced in West Dolcoath (limited), and I hope that good results ll ensue.—*Aug.* 17.

R. SYMONS.

WHEAL ARTHUR, AND ITS MANAGEMENT.

SIR,—Let "Patientia Docet" act like a man, and what he represents himself to be, a rcholder in this mine, and not attack anonymously our worthy and honest agent, be- se the "Calstock Consols" lode is not yet cut.

"Patientia Docet" is not like a large majority of Arthur shareholders, whose support r manager has ever had, and will continue to possess.

Capt. Carpenter cannot help the poverty of the mine; and as to a certain statement, ich has not yet been verified, "Patientia Docet" had better ask for explanations at the oming two-monthly meeting, when he will be fully answered, and no doubt satis- fy. Resorting to your paper in a false name is not like an Arthur shareholder, r assuredly such a course will not benefit the property or lessen the good opinion the lority of shareholders entertain for their manager.

The Duchy agent has spoken, and is prepared to write, in praise of the mode in which e operations have been, and are, being carried on for the effectual further trial of the reat lodes in both the eastern and western parts of the mine.

Let it be remembered that Capt. Thomas Carpenter was the means of resuming ope- ions at "Arthur" some years ago; that he found a wretchedly poor mine to begin ith; and that, owing to his judgment and energy, coupled with economical manage- nt, the shareholders received 6*l.* 17*s.* 6*d.* per share, in dividends; in addition to the avy cost of erecting a new 60-inch cylinder pumping-engine, water-machinery, &c., king shafts, and driving cross-cuts; and because the mine has been unprofitable of e, a certain shareholder (or, as I believe, a non-shareholder, and an enemy of the ptain's) is disposed to "pick holes in his coat," instead of visiting the mine (if in re- ity a shareholder), for the purpose of ascertaining its real state and prospects, and the stant care and attention which our experienced manager devotes to our interests.

PETER WATSON.

Aug. 17.

TOLVADDEN MINE.

SIR,—I cannot by any ingenuity discover the object of the letter of "Inspector," lately blished in your Journal, in which he studiously endeavours to lower this mine in the e of the public. I believe him, however, to be a man of the same description as ymas, whom Saul designates as "full of all subtilty and all mischief." From the tenor his letter, he must be totally ignorant of the character of the lodes; and if he had lived many years in the world as I have he would have known, if he ever knew anything, at the ores now being raised in this mine are of precisely the same character as those ised in Wheal Neptune, at the same depth.

Let the fortunate adventurers in Tolvadden continue their operations with spirit, and y may rely upon it that the ores will hold down to a deeper level than those of Wheal ptune, inasmuch as Tolvadden Mine stands on higher ground. Let the shareholders be daunted by the evil report of any man, but pursue their course, irrespective of the ritten and malicious interference of "Inspector."

Wheal Neptune was very rich in the 80, from which, with the standard at 102*l.* 10*s.*, 0 tons of ore fetched 2257*l.* 8*s.* 6*d.*, and the mine ceased working in consequence of a hancery suit, the proceedings in which the writer of this letter was occupied many a y in copying and engrossing.

Tolvadden, if properly and effectually prosecuted, will speak for itself; and if Captain ohns pursues his accustomed diligence in developing this mine it will tell a tale that ill compel "Inspector" to hide his diminished head, and seek refuge in some old gunnis, d be no more seen; whilst the projector of this mine will have just cause to rejoice at own good fortune, and of being the means of employing many of his fellow-creatures, d of giving bread to the hungry men, women, and children.

Penzance, Aug. 14.

A LOVER OF FAIR PLAY, AND NO SHAREHOLDER.

FOREIGN MINES.

COPIAPO MINING COMPANY.—CHECO MINE: The estimated produce r June was 9500 quintals, valued at $10,235·60. They are still much inconvenienced the water in the 40 to the 50, at Price's shaft, but will finish in July. In the chiflon en the 40 to the 50, the lode is still 3 ft. wide, in best dark sulphuret of 24 per cent., and driving east and west they have the same course of ore about 2 ft. wide, of same ss ore. In the western set the quintaleros have a large course of 13 per cent. carbonate the 12 fm. main south lode, south-west of Harman's shaft, and from which they ex- cted largely this month, its width in ore being 13 ft. They have commenced the t-road to Checo Mine, and hope to finish in two months.—DULCINEA MINE: The mine looking much better now (June 15) than when last reported on. They will not be le to take out so much of the best metals as they did last month, as the metals are e so rich. They hope to take out about 300 quintals of second-class ore, and 120 quin- s pallaces.

LUSITANIAN MINING COMPANY.—Portugal, August 7: PALHAL MINE: asto's Lode: The ground at Taylor's engine-shaft, sinking below the 38, is rather harder an usual. The ground in the 38 cross-cut, driving south of Taylor's engine-shaft, is of e same quality as for some time past. In the 38 cross-cut, north of Taylor's engine- haft, we have cut Basto's lode, and have got into it about 2 ft., and find it composed of pper ore and quartz, worth 2 tons per fm., and so far there is no appearance of any north all; the lode is hard and wet, therefore we cannot say how long it will require to get rough it: we are of opinion the further we go north through it the better we shall find . More soon as we have opened on its course sufficiently east and west we shall put on x men more, so that there will be six men driving each way. Then, as soon as these vels have drained the water from the level above we shall at once commence the sink- g of a winze or winzes from the 28 to the 38. The lode in the 28, west of Taylor's en- ine-shaft, is 2 ft. wide, worth ½ ton of good copper ore per fathom. The lode in the 28, riving east of Taylor's engine-shaft, is 2½ ft. wide, composed of quartz and stones of ore. he lode in the 28, driving west of River shaft, is 2 ft. wide, composed of quartz, and a unch of copper ore worth ½ ton per fm. The lode in the 28, driving east of the same haft, is 2 ft. wide, composed of quartz and stones of ore. The lode in the rise above the east of River shaft, is 1½ ft. wide, worth one-third of a ton of ore per fm. The lode n the winze sinking below the adit, east of River shaft, is 1½ ft. wide, producing good tones of ore. The lode in the adit level, driving south-west on the slide, is 1½ foot ide, composed of quartz and flookan. We have not seen anything more of Basto's ode as yet. The lode in the stopes No. 2, in back of the 18, west of Butler's winze, is ½ ft. wide, worth 1¼ ton per fm. The lode in the stopes No. 3, in back of the 28, west Tavara's winze, is 1 ft. wide, worth ¾ ton per fm. The lode in the stopes No. 4, in ack of the 28, east of Fontouro's winze, is 1½ ft. wide, worth 1¼ ton per fm. The lode n the stopes No. 5, in back of the 28, west of Fontouro's winze, is 1 ft. wide, worth 1 ton er fm. The lode in the stopes No. 6, in back of the 28, east of Oleveira's winze, is 2 ft. ide, worth 2 tons per fm. The lode in the stopes No. 7, in back of the adit, west of aylor's engine-shaft, is 2 ft. wide, containing some good little bunches of black ore, orth ½ ton per fm.—Mill Lode: The lode in the 18, driving east of the cross-cut, is in. wide, composed of prian, flookan, and a branch of ore worth ½ ton per fm. The ode in the rise above the 18, west of the cross-cut, is 1 ft. wide, worth 1 ton per fm. for he length of the rise.—House Lode: The lode in the 10, east of the old shaft, is 8 in. wide, composed of flookan and quartz, and spotted with lead.—Oak Shaft: The ground in the hat is a little more favourable than it has been.—Costean Pits: The lode in the costean t nearest the adit end west is just downright, and about 1 ft. wide, and we are inclined to link it must be the same thing we have in the adit end, or very near it. We believe he underlie of the lode has been interfered with by a run of quarrystone at surface.—ARVALHAL: We have cut the G lode in the new adit level, west of the cross-course, and nd it to be 3 to 6 in. wide, composed of mundic and a little flookan, impregnated with copper; it is letting out a good stream of water, which lead us to believe there is a larger lode before us. The lode in the adit level, driving west of River Caima, Albaos field, is 6 ft. wide, underlying north about 2½ ft. per fm., and composed of mundic, iron, quartz, flookan, prian, and gossan.

WILDBERG MINES, Aug. 13.—From our dressing account for July you will find that we have taken out of the mine, dressed, and sampled to the smelting works, during the last month, 204 tons 4 cwts. of silver-lead ore, and 33 cwts. of good quality copper ore. The copper ore is not yet assayed, but the lead ore averages 52½ per cent. produce for lead, and 21 6-10th ozs. of silver to the ton of metal, being the best average produce from so large a quantity of ore that has ever been returned in one month from the Wildberg Mines, and I am most happy to say that from the present appearance of the mine our returns are likely regularly to increase, while the monthly expenditure will not be more, but I think rather less. The sampling for the present will much ex- ceed that of the last month, and, on the whole, I must say our prospects are very cheer- ing. In the end driving east from Carter's shaft, in the 10 lachter level, I have ordered the men to cut into the footwall, where they have discovered some good stones of silver- lead ore, but there is not yet enough done to ascertain its real value; however, I hope in my next to be able to inform you that we have a good lode in this end. The rise in the back of the same level is worth 2 tons of silver-lead ore per lachter, which is lay- ing open good ground for stoping. The end driving east of the Erbteilstergang lode, in the deep adit level, is communicated to the old men's workings, but I do not think that the said workings have gone below the bottom of the driving, we are, therefore cutting ground for hanging tackle, &c., preparatory to sinking a winze, which we intend to com- municate to the level below, in order to get ventiliation, and also to prove the lode. The sinks going down below the deep adit, on the Dornergang lode, continue very rich, I never saw them looking better than at the present time. The stopes in the back, of the same lode, are also looking well, and will produce on an average 3 tons of silver-lead ore per lachter. The branch of ore in the end driving east from the Turken sink is just as last reported, and will produce 1 ton of silver-lead ore per lachter. The dressing and all other works connected with the mines are proceeding quite satisfactorily, and the steam- engines and other machinery continue to work well.

THE PONTGIBAUD MINING COMPANY.—Captain Rickards, Aug. 10: Rosier: The 85 metre level, south from John's shaft, towards St. Joseph's shaft, on the St. Mark's lode, has been driven 25 metres, so that by about two months' more driving we shall attain our object—the draining of the St. Joseph's works.—Roure: The bargains are looking well generally. Since setting-day there has been an improvement. The Emily lode, in the adit level south from Agnes' shaft, is now worth 3 tons of ore per fm. This level will probably be holed in the course of a fortnight to the winze gone down in the bottom of the stollen, and that good run of ore immediately made available for stopes. The end of the 20 metre level, south from Agnes' shaft, on the Emily lode, produces about 2½ tons of ore per fathom. The Emily lode, in the end of the same level north, is yield- ing 3½ tons per fathom. The Emily lode, in the 40 metre level, south of St. Peter's shaft, is producing from 3 to 4 tons per fm. The 40 metre level, towards Agnes' shaft, on the St. Mark lode, is now and then in orey ground. This level is pushed on as fast as possible to drain the workings at Agnes'. The stopes in this mine are looking just as last reported, and are in active working.—Mioche: Taylor's engine-shaft is now about 16 metres below the 40 metre level, so that by the end of September it will (all being well) have attained the 60 metre level. The 20 metre level west, on the Nosky lode, is yield- ing ½ ton of ore per fathom; the lode is 1½ ft. wide, of ore and barytes. The adit level north, on the No. 3 lode, produces stones of ore, and looks kindly.—Franal: The 70 metre level, south of Bontoux's shaft, on the Armand lode, has been driven in the past fort- night through good ground, but just now the end is not looking quite so well. In the end of the 50, south from the same shaft, the Amantine lode has formed a junction with the Felix lode, having met at an acute angle; they are running together, and produce 1¼ ton of ore per fathom. The stopes in this mine are looking well, and so are the tribute pitches. The dressing-floors have a full supply of stuff, of average quality.

ROYAL SANTIAGO MINING COMPANY.—Mr. Morris, Cobre, July 8: The state of the mine is as follows:—The 10 east is as last reported. In the No. 1 stope, in the 10 east, the lode is 2 feet wide, producing 2 tons of ore per fm. In the No. 2 stopes, in the 10 east, the lode is 1½ foot wide, producing 1 ton of ore per fm. In the winze in the bottom of the 10 east the lode is 1½ foot wide, producing 1½ ton of ore per fathom; we cannot say how long we shall be able to work in this place. In the stopes below the 10, west of shaft, the lode is 1½ foot wide, producing 1½ ton of ore per fm.; this will be all soon stoped away. David Jones and Richard Annear sailed for England in the ship *Pearl* on the 2d inst.; Annear was discharged from ill-health on the 1st. Eight negroes have been withdrawn latterly; and very soon, if no improvement takes place, we shall have to discharge more. The mule-engine at Prince Albert's shaft appears to work well, and I hope soon to see some improvement in the precipitate works.—July 16: By your letter of June 15, I find that my letter of May 15 had been received, and am not at all astonished to hear it had occasioned so much sorrow and surprise. By my former letters you will have seen that the cargo of the *Lady Pradhoe* was ready for her; I can now add that she will have no detention on my part when she arrives, but I much fear she will not be in time to unload and load before Aug. 1, she not having as yet ar- rived, and there being three ships of the Cobre Company in port, two, or at least one of them, will be dispatched before her. Mr. Klee, of the Cobre Railroad, promises me to use all his exertions, if she arrives in time, to dispatch her. There was no possible means in our power to stop the rising of the water on New Isabelita lode, or you may be assured it would have been resorted to. In my former letters you will have seen the number and names of Englishmen who have been discharged and sent home,—as yet none but invalids have gone, with the exception of David Jones, a smith, whose time had expired. Of the negro force, several have been withdrawn, as stated in my letters. I think with you that the few Englishmen we now have, although having received no- tice, will, if we desire it, continue on. This, of course, is only my opinion—not a cer- tainty. The precipitate works have been in a most lamentable state until a few days ago; but now, as we have finished the mule-engine at Prince Albert's shaft, St. Patrick, I hope it will soon be looking better. The state of the mine is as follows:—In the No. 1 stopes, in back of the 10 east, the lode is 2½ feet wide, producing 2 tons of ore per fathom. In the No. 2 stopes, in back of the 10 east, the lode is 1½ foot wide, producing 1½ ton of ore per fm. In the stopes in back of the 10, west of shaft, the lode is 1½ foot wide, producing 1½ ton of ore per fm.; this will be soon all extracted. In the stopes in bottom of the 10, west of shaft, the lode is very poor; suspended. In the winze in bottom of the 10 east, the lode is 1½ foot wide, producing 2 tons of ore per fathom. The water is now above the backs of the 22.

THE CENTRAL AMERICAN MINING COMPANY.—Alotepeque, June 26: San Pantaleon Mine—San Vicente Level: After discovering that the branch on which this level has been driven for some fathoms was not the main portion of the lode, I put the men to drive a cross-cut north, in order to intersect the other part of it, which will be done in the course of the coming month, there being about 6 varas between the two branches. The branch referred to, I am almost led to believe, from its regular bearing, and being so well defined, is a distinct and parallel vein to the San Pantaleon lode. In depth it maintains its course to San Damasio level, where the two branches are within a few feet of each other, and form a junction before the southern one reaches Dolores level. In places the junction is effected even above San Damasio, through the winze No 2 from San Vicente, which is holed to the level below. This southern branch will average 2 feet in width, and for the last 2 varas sinking turned out some good orey work of fair quality.—San Damasio Level: This level has been driven east, by two men and two boys, 2¾ varas, at $7½ per vara; the lode in this end is 15 in. wide, producing, some good saving work, with promising indications of an early improvement. The driv- ing of this level has been somewhat delayed during this month, as we were obliged to secure a large piece of loose ground in the back.—Dolores Level: This level has been advanced east 4½ varas, by two men and two boys, at $6½ per vara. Here, I am sorry to state, expectation has not been realised, the lode not having improved since last re- port. It is at present about 2 ft. wide, producing occasionally stones of ore of a superior quality. The rise in the back of this level has not been holed. One man and a boy have risen during the month 2½ varas, at $5 per vara, leaving about ½ vara more to rise, when it will be knocked through to the level above. A new stope, called Losa's stope, was commenced in the back of Dolores level, east of eastern cross-course, in the early part of this month, and worked by one man and a boy. It is situated directly under No. 2 stope, in the level above (San Damasio). The lode here is 10 in. wide, the ore branch being 3 in. in width, worth from 3 to 4 cwts. of ore per fathom; ground very hard. Another stope, called Trigueros stope, was also commenced in back of the same level this month, and extends east from the before-mentioned as far as No. 2 winze; the lode in this stope is 15 in. wide, producing some low price saving work; wrought by one man and a boy. Two men and two boys have been engaged with one of our English miners clearing and securing the south cross-cut, west of western cross-course, in Dolores level, where the timber was very decayed, and in many cases had given way. Two men have also been engaged extending an old level down in the barranca, to the west of this mine, and supposed to be on the course of the San Pantaleon vein. Here 2¾ varas have been driven, at $12 per vara, and in this distance the lode has widened from 2 to 6 in., and has produced some stones of very good silver-lead ore. In the dressing department, 13 tons 8 cwts. of ore have been returned during the month, consisting of 4 tons 16 cwts. of ore, assaying 280 ozs. silver per ton of ore; 4 tons 17 cwts., assaying 108 ozs. per ton; and 3¾ tons, assaying 80½ ozs. per ton.

MINING IN JAMAICA.

Our advices from Jamaica come down to July 26, and continue of the same valuable character which we have recently had to report.

WHEAL JAMAICA COPPER COMPANY.—At Charing Cross (July 24), there has been a favourable change in the end of the 65 fm. level *south;* we met with a good branch of ore, and have taken out some very good stones of copper ore; and knowing that the directors are anxious to hear of any change, I thought it best to send a special messenger to Kingston with the stone of ore, so that you may see for yourselves. We have had ores from two other mines of the Wheal Jamaica Copper Company assayed—from Mount Woolfry's, which gives 27·00 per cent. of fine copper, and from Castle James, which gives 9·50 per cent. of fine copper; the latter sample undressed.

ELLERSLIE AND BARDOWIE MINING COMPANY.—There is no change to notice at Salisbury Plain Mine, the yield remaining at the same satisfactory production as when we last reported. We are only 20 fms. off the 10 ft. lode in Parry's level, which we expect will prove very fine. Captain James, who is very cautious, states he thinks highly of the appearance of that lode in the upper levels.

RIO GRANDE MINING COMPANY.—Capt. Arthur is pursuing the work- ings recommended by Mr. Tregoning, and writes that he has 10 barrels of dressed ore, and a good pile more to dress. He has a good branch of ore going down in No. 1, and also in No. 5. He is busy at work likewise at No. 3, and breaking out good ore. The following is the result of several samples of ore brought home by Mr. Tregoning from Portland:—No. 1, Roslin Castle, 11·52 per cent. of fine copper, and 3 ozs. 5 dwts. 8 grs. of silver; No. 3, Chesterfield bottom, 40·45 per cent. of fine copper, and 49 ozs. of silver; No. 4, Chesterfield above, 15·7 per cent. of fine copper, and no silver; No. 5, Brookdale, 29·45 per cent. of fine copper, and 15 ozs. 12 dwts. of silver; No. 6, ditto, lode 14 ft. wide, 6·45 per cent. of fine copper, and no silver; and No. 9, Lawrencefield, 38·0 per cent. of fine copper, and 34 ozs. of silver. At Brookdale, No. 5, there is a copper lode exposed to surface down the side of a steep mountain, 27 fms. in length, which is now being worked. Mining in Jamaica is sure to succeed.

CLARENDON CONSOLIDATED MINING COMPANY.—Stamford Hill Mine (July 23): We have commenced to cut down the engine-shaft below the No. 3 level, and have about 7 fms. to cut down to make it good. In the 46 we have driven about 2 fms. east of the cross-cut, on the north part of the lode, which is about 2 feet wide, composed of green carbonate, prian, and yellow ore, and of which we have broken some very rich stones. We are now getting near the large cross-course, and the lode appears to be a little broken up, but I think it will make again the other side. The men are making good progress in cutting down the shaft below the 46; I find the lode to be about 5 feet wide, composed of just the same matrix as at the level above, having a very kindly appearance. We have the boiler and several parts of the machinery up to the mine, and the cattle, with the men, are engaged in bringing on the other parts, and if the fine weather con- tinues we shall get it all up to the mine in proper time. All the other parts of the mine are going on with satisfaction. So soon as the masons arrive we shall commence build- ing the engine and boiler houses, as we have lime and stones all prepared for the build- ings, therefore you may rely on my pushing it on with all possible speed.—J. MARTIN.

Mining Correspondence.

BRITISH MINES.

ABBEY CONSOLS.—J. Trewin, Aug. 16: The 10 fm. level, west of the eastern shaft, is for a time suspended, and the men put to sink the said shaft below the 10 fm. level. The stopes in the back of the 10 fm. level are much the same as last reported, producing ½ ton of lead per fm., and has an appearance of improvement. The lode in the winze in the bottom of the adit, west of east shaft, is yielding 4 cwts. of lead per fm., and is of a very favourable character. There is no change to notice in the winze in the bottom of the adit, west of the engine-shaft, since last reported. The stopes in the back of the adit, west of the engine-shaft, are worth 6 cwts. of lead per fm.

ANGARRACK CONSOLS.—Jas. Barratt, Aug. 17: Since my last communication of progress no particular alteration has occurred. Cox's engine-shaft is being sunk by six men with all possible speed, and is sunk about 5 ft. below the 12; the shaftmen are now breaking through the footwall of the new caunter lode, which lode is 6 ft. wide, and has a very promising appearance. In sinking 3 fms. more I expect to intersect another pro- mising lode at this shaft. The 12 cross-cut is being driven north by three men and three boys, and is extended 6 fms. 1 ft. 6 in. from Cox's shaft; in this cross-cut I expect to in- tersect the north underlay almost immediately, if not thrown up or displaced by the new caunter lode, which it has to pass through. All our surface operations are got through, consequently surface expenses will be very little, and all our attention, as also expen- diture, in future will entirely be on underground explorations.

BALLYMONEEN.—Wm. Barkla, Aug. 14: The winze sinking below the 15 is pro- ducing a little sulphur, but not sufficient to value, and the ground very slow for sinking; sunk since last report 2 ft. 6 in.—total, 9 fms. 2 ft. We have put the men that were driving the adit cross-cut south to drive east in the same level; driven since last report 2 ft. 6 in.—total, 1 fm. 3 ft. We have also put the men that were driving the adit level west to cross-cut north in the present end; driven since last report 1 fm. 1 ft.—total, 27 fms. 0 ft. 5 in.

BALLYVIRGIN.—D. Macdonald, Aug. 12: We have put 17 cwts. of lead, 10 cwts. of copper, and 10 tons of mundic to pile, and prepared for the crusher 3 tons of lead. We have chartered the schooner *Chepstow*, of Cork, and are engaged loading her with lead and mundic, for Bagilt and Flint.

BARF.—W. Mitchell, Aug. 18: The cross-cut east is driving towards the lode, through a beautiful channel of ground, containing spar and strings of lead; we have every con- fidence of having a good course of ore in the lode when cut, which will be in about a month. The lode in the rise has not been stoped down this week, but the lead appears to improve as we approach the junction with No. 2 vein. We are clearing the level under where the lead was recently discovered, being informed by the general agent that the Thornthwaite vein is standing with ore in it; by driving a short cross-cut we shall intersect this vein, and lay open immense backs to stope away.

BEDFORD UNITED.—James Phillips, Aug. 17: Our supply of water having been stopped the engine has been idle, and our operations in the bottom levels in the past week have been suspended in consequence. The men in the 148 west have been set to sink a winze in the bottom of the 115 east; the lode in this winze is worth 3 tons of ore per fathom. The men in the 148 east have been set to stope in the 115 east. There is no alteration in the 130 east. The three stopes in the bottom of the 115 east continue to yield respectively 5, 4½, and 5 tons per fathom. The lode in the new shaft is still worth 3 tons per fathom. Millman's stopes, in the 115 west, are worth 5 tons per fm. The lode in the 103 west is worth 3½ tons per fathom. There is no alteration in any other part of the mine.

BODCOLL.—F. Evans, Aug. 14: We are proceeding with the sinking of Evans's shaft as fast as possible, which is now 6 fms. 4 ft. 3 in. below the 10. I hope to send you the tenders for a drawing-machine in a few days.

BOILING WELL.—J. Delbridge, Aug. 14: In the engine-shaft, sinking below the 60, the lode is 3 ft. wide, yielding good stones of ore, in a good prian and quartz. In the 60 west the lode is 3 ft. wide, stones of lead, not to value; in the 60, east of King's, the lode is 9 in. wide, poor. In the 50, east of King's, the lode is 4 feet wide, yielding blende— tribute ground. The 40 winze is holed, and the ground will be set on tribute. In the 40, east of Austin's, the lode is 1 foot wide, tribute ground (lead); the 40, on the south lode or branch, is 6 in. wide, spots of ore.—South Lode: In the 30, west of Syrett's, the lode is 1 foot wide, yielding copper and mundic, not much to value. In the 20, east of Syrett's, the lode is 1½ ft. wide, yielding lead and stones of copper ore; in the 20, west of Austin's, the lode is 6 in. wide, stodes of ore and lead. At Fielding's shaft the lode is 1½ ft. wide, yielding stones of lead and blende. Austin's shaft is completed within 4 ft. to the 40; we are engaged putting in the pitwork above the levels, and shall commence sinking for bearers and cistern at once. Other things are without change to notice. Our setting and pay went off well.

BRONFLOYD.—M. Barbery, Aug. 18: The various stopes and drivages are without any material alteration. Dressing and surface operations are proceeding satisfactorily.

BRYNGLASS.—Capt. Owen, Aug. 17: We have now six men clearing the old work. We have, I expect, two or three days' work to do before we have the old work clear; I expect we shall have ore; engine-shaft, but I expect it will be about 5 or 6 fathoms. I expect we shall have ore; as we drive we can see good ore in two or three places in the old works. After we have cleared out the old work we can at once raise good ore. We have six masons building the house for the crusher and the washer. We expect to put up the whole, and start all the machinery next week.

BRYNTAIL.—J. Roach, Aug. 19: The 25 cross-cut, north from perpendicular shaft, has been driven 7 ft. since last reported upon; the ground has been, and is still, a little harder than usual: total driven from shaft, 10 fms. 3 ft. In the winze sinking below the 10 we have met with several vughs, which caused a great increase of water, conse- quently our progress in sinking has been greatly impeded, and I fear that we shall be compelled to abandon it until the lode is intersected by the cross-cut at the 25. The lode in the winze is of a promising character, and bids fair to produce large quantities of ore; no time is lost in laying open the ground.

BULLER AND BASSET UNITED.—G. Reynolds, Aug. 18: The shaftmen are sinking with all speed, and without any hindrance. The lode in the shaft, and also going west at the 50, is still very promising, and presents every feature of an improvement.

BWLCH CONSOLS.—R. Northey, Aug. 17: The lode in the winze in the bottom of the 60 is looking well, worth 15 cwts. per fm. The lode in the 60 west is getting stronger, with more jack. The lode in the 40, in the old mine, is just the same as last reported. Our pumping, drawing, and crusher-wheels are still at a stand-still; we were all last week repairing the large pumping-wheel, and this week we are overhauling the rods. The water is rising in the mine, and as it gets up where the men are working they stop; half of the underground men have left, and all the dressing pares are stopped. I have a pare of men in the old mine repairing the old shaft, and making preparations to sink as soon as possible.

CAMBORNE CONSOLS.—W. W. Roberts, Aug. 17: Nothing new.

CAMBORNE VEAN.—J. Curtis, N. Clymo, J. Vivian, Aug. 19: Since our report on these mines on the 10th inst. the discovery in the 170, on Camborne Vean old south lode, has considerably improved, and is now worth from 65*l.* to 70*l.* per fm. The lode also in the 140, driving west, has improved, and is now worth at least 25*l.* per fm. The other parts of the mine are without any alteration.

CARADON CONSOLS.—W. Rich, Aug. 19: The sinking of the new engine-shaft is progressing satisfactorily. We are excavating ground for a bob-stand with all dispatch.

CARDIGAN CONSOLS.—J. Sanders, Aug. 17: Our pay and setting was on Saturday, when the following bargains and pitches were set:—The 10, to drive west, by four men, 2 fms. stent, or the month, at 7*l.* 10*s.* per fm.; the lode in this end is poor at present. The winze to sink below this level, by nine men, 2 fms. stent, or the month, at 15*l.* per fm.; the lode in this place is much the same as for the last 2 or 3 fms. in sinking, yield- ing about 5 cwts. per fm.; the winze is sunk to the depth of 6 fms. below the level, the ground is very hard for sinking at present. The 10, to drive east at footway shaft, by six men, 3 fms. stent, or the month, at 9*l.* per fm.; the lode in this end is a little im- proved, but not producing sufficient ore as yet to set a value on. The winze to sink below this level, west of footway shaft, by six men, 2 fms. stent, or the month, at 14*l.* per fm.; the lode in this place is very hard and unproductive at present. A pitch at Pen-y-Bwich, east of the old stopes, below the adit, by four men, at 6*l.* per ton for lead ore; a pitch at Pen-y-Bwich, above the adit, by two men, at 8*l.* per ton; and a pitch at the footway shaft, below the adit, by four men, at 7*l.* per ton. The tribute pitches are set for two months, and if the ore continues in the pitches as it is at present I consider the tributers will get fair wages. We are rather short of water at present, in conse- quence of which we were obliged to disengage the bottom lift on Sunday, consequently the water rose about 4 feet in the 30, but at present there appears to be a change in the weather; and if we get some rain in the course of a few days we shall not be prevented from working in any of the bargains or pitches which were set on Saturday.

CARDIGAN SOUTH BOG.—John Kemp, Aug. 18: We have commenced sinking Phillips's shaft under the 10; the lode is about 6 feet wide, composed of clay-slate, veins of quartz, and spots of lead ore. The lode in the 10, west of Phillips's shaft, is from 6 to 8 ft. wide, composed of clay-slate, quartz, and lead ore, yielding of the latter saving work. No lode has yet been intersected in the cross-cut north of Brynhope shaft, but is letting out a great quantity of water, which I think is a good indication. We are progressing with our surface operations as fast as possible, and hope to commence dressing in a week from this date. All our machinery is working well.

CARMARTHEN UNITED.—R. Sanders, Aug. 17: At Harrison's engine-shaft, sink- ing below the 12 fm. level, the lode is just as last reported. In the 12, driving north, the lode is still improving, producing some good stones of lead; this end being under the winze sinking in the bottom of the adit, I thought it most advisable to suspend it for a short time, and have put the men to rise against the winze to hole; when this is ac- complished the same men will resume driving the end again. We have about 6 fms. to rise to hole to the winze, which will be pushed on with all possible dispatch. In the cross-cut driving west we have intersected a lode, composed of killas, flookan, and small spots of lead ores—a very strong looking lode, being about 3½ to 4 ft. wide, with two good walls, but underlying very much—I should say 4 ft. in a fm. Should this lode continue the same underlie, it will form a junction with our main lode about the 30 fm. level, which I have no doubt will greatly add to the productiveness of our main lode. Although the character of this lode appears very much like the caunter, I cannot yet think it to be the same, we having not yet driven far enough (according to the dialling) by about 4 fms., and having driven about 3 ft. beyond the lode, and the ground being very wet, indicates that we have another lode before us.

CASTELL.—F. Evans, Aug. 14: That we have cut No. 3 lode in the 10 cross-cut south is quite certain; we are in it 6 ft., with more to cut through: it is a promising lode, and contains a good deal of what miners term sugar-spar, mixed with a little blende and lead; it is imbedded in a light coloured slate, and ground that can be more speedily opened than what has been further north in this level. This I anticipated, as named in my former reports. After we have driven a little further south, to fully ascertain we have the south part of the lode, I would advise that levels be at once driven east and west on the No. 3 lode; the price for which would be about 6*l.* per fathom. The cross-cut south could be continued afterwards, to lay open the other lodes in that direction.

CLIJAH AND WENTWORTH.—C. Glasson, Aug. 18: There is no alteration worthy of notice in our tutwork bargains since last reported.

COLLACOMBE.—S. Mitchell, Aug. 17: During the last week the rise in the back of the 72 fm. level, west of the western shaft, has been put up 6 ft., and the lode still worth 1 ton of rich ore per fm. The stope in the back of the 62 is improved, being worth fully 2 tons of rich ore per fm. The rise in the back of the 40, west of the western shaft, has been put up 6 ft.: the lode is 4 ft. wide, composed of capel, quartz, mundic, and 1 ton of good ore per fm. Other points continue the same. The following pitches were set on Friday:—Burrow's pitch in the back of the 72, at 7*s.* in 1*l.* Henwood's pitch in the 62, at 4*s.* in 1*l.* Ham's pitch in the 62, at 8*s.* in 1*l.* Bucknell's pitch in the 62, at 8*s.* 8*d.* in 1*l.* Will's pitch in the 50, at 7*s.* 6*d.* in 1*l.* Lang's pitch in the 40, at 10*s.* in 1*l.*

CROWNDALE.—J. Richards, Aug. 19: In the shallow adit level cross-cut north good progress is being made, the ground continuing easy for progress. In the winze in the bottom of the 30 the lode is unproductive. The lode in most of the pitches throughout the mine is looking well, and will yield 6, 2, and 1 tons, of ore per fm.

CWM SEBON.—J. Boundy, Aug. 16: Last Tuesday we discovered the timber around the collar of the engine-shaft to be in a bad state, so that we were obliged at once to commence repairing it. We have put in eleven sets of timber, and we have one more to put in, which will be completed to-day; no stuff has been drawn through this shaft during the last five days, but shall commence again to-morrow, when we shall push on as fast as the water will allow us. The 70 ends, both east and west, remain much the same as last reported; those men have been engaged in assisting the pitman in securing the shaft. The lode in the winze sinking below the 60 west still retains its size, character, and value, worth for lead 7 cwts. per fm. No lode has been taken down in the winze sinking below the 60 east of shaft. In the 60 end east nothing has been done since our last setting day in consequence of the stuff which has been broken from the end, and not having sufficient water to take it away; those men at present are employed in the 80 east, taking down the north side of the level near the end, where we have met with some good strings of lead ore. In the 20 cross-cut south the ground at present is favourable for driving. In the 30 cross-cut north nothing has been met with since last report. The stopes and pitches are yielding their usual quantity of ore. We are pushing on with the dressing as fast as possible, but our water has been very slack during the past week.

DALE.—R. Ninecs, Aug. 19: The winze is now nearly 5 fms. below the 37, and the sinking continues to go on well. The 26, going north towards the Lum, is much the same. The 20 east, on Johnson's lode, is improved, and is now producing some good lead; and the stopes in back of this level are looking better. We are now busy preparing for our next sampling, which is to take place on Tuesday.

DEVON AND CORNWALL UNITED.—T. Neill, August 17: No change has taken place in any part of the mine since last week.

DEVON AND COURTENAY.—T. Bawden, Aug. 19: The lode in the rise in back of the 80, for its length, is still worth full 40*l.* per fathom. The pitch in back of the 80, west of the caunter, will turn out 1½ ton of ore per fm. The pitch in back of the 60 will turn out 1 ton of ore per fathom. The pitch in back of the 40 will turn out 1 ton of ore per fathom.

DEVON GREAT ELIZABETH.—W. Goyen, Aug. 14: The excavation for the wheel-pit is completed, and the masons will commence on Monday next. We commenced the new engine-shaft yesterday, and named it Allen's engine-shaft. We have also five men opening a lobby to the bottom of the wheel-pit, for the purpose of carrying off the water, and they are making good progress with it.

DEVON WHEAL BULLER.—F. Bennetts, jun., Aug. 18: Saturday last being our setting day, the following work was let: The cross-cut south at the 56, by three men and three boys, at 6*l.* per fathom. The 56, west of engine-shaft, by four men, at 3*l.* 15s. per fathom. The 44 west by two men, at 3*l.* 15s. per fathom. The 32, east of engine-shaft, by two men and two boys, at 2*l.* 15s. per fathom. The 20, east of engine-shaft, by two men and two boys, at 2*l.* 10s. per fathom. A stope in the bottom of 32 west, by four men, at 2*l.* 2s. per fathom. Stopes in the back of the 32, east of engine-shaft, by two men, at 1*l.* 10s. per fathom. A pitch in the back of the 10, east and west of Dawes' shaft, by one man and one boy, at 13s. in 1*l.* The appearance of the lode in the different levels of the mine is much the same as reported last week. The lode in the stopes in the back of the 32, east of the engine-shaft, will yield about ½ ton of copper ore per fathom. The stope in the bottom of the 32 is at present yielding but little ore.

DRAKE WALLS.—T. Gregory, Aug. 19: The sinking of Betteley's shaft below the 90 continues favourable; the branches in which are producing coarse work. The stopes below the 75, west of Betteley's, are producing saving work. The branches in the 92, east of Matthew's, are producing good stones of tin occasionally, intermixed with wolfram and quartz. The branches in the 80 east are at present unproductive. The stopes in the back of this level are producing coarse work. In the 70 east the branches are producing saving work, but the end is very wet, and troublesome for driving. The branches in the 60 east are rather disordered with some floors of quartz, capel, &c.; we believe this to be a temporary change only. The copper lode in the 70, west of cross-cut, produces a little copper ore, but nothing to value at present.

EAGLEBROOK.—H. Tyack, Aug 15: The mine is going on well. In the adit level we have commenced a stope about 6 fms. east of the old engine-shaft; in this stope there is good ore, and it is very probable it is a valuable piece of ground standing between our adit level and the small level driven by the old men above for about 5 fathoms; there is also a stope working west of, and commencing from, the old engine-shaft, from which we are getting some good ore. In the adit level west the men have been engaged for the past week in cutting down the south side of the level, in which there is a run of ore about 4 fms. in length. We are now making preparations to sink a winze under this to the 10 west; there is ore ground to the south of the lode under that seen in the adit, and in the same sort of ground, so that we shall probably have a piece of orey ground standing between the adit and the 10. The stope about 25 fms. west of the engine-shaft, in the back of this level, is turning out as well as expected, and has yielded about 15 cwts. per fm.; there is now copper in the end, with some lead, but a good run of lead above head. In the underhand stope, about 10 fathoms west of the engine-shaft, there is now as fine a course of ore as we have yet seen in the mine, apparently going down to the 20; this stope would now produce 30 cwts. per fathom, and the appearance is good for its lasting downwards. I regret to say that the want of water, which has stopped every mine in the country, has prevented our driving the cross-cut from the 20 to get under this ore, but as soon as rain comes we shall continue it. We shall have 14 or 15 tons of lead clean next week, and have broken down about 11 tons ready to draw.

EAST CARN BREA.—T. Glanville, Aug. 18: There is no alteration to report this morning. We shall commence to take down the lode in the shaft the end of this week.

EAST GUNNIS LAKE AND SOUTH BEDFORD CONSOLS.—J. Phillips, Aug. 17: The lode in the 75 west is from 2 to 3 feet wide, and worth 2 tons of ore per fm. The lode in the 36 east, on the north lode, is 2 feet wide, producing saving work.—South Lode: The lode in Coward's shaft is 2 feet wide, saving work. The lode in the 36 east is 5 feet wide, saving work. In the 20 east the lode is worth 1 ton of ore per fathom. Other parts of the mine are without alteration.

EAST ROSEWARNE.—J. James, Aug. 14: In the cross-cut driving south of the engine-shaft the ground is rather hard for driving, and the water issuing freely. In the 33, west of Mathews' shaft, the lode is split into several parts, which seem to be coming together; in going west the branches are impregnated with copper, but not enough to value. In the 22, west of Hanley's, on Brook south lode, the lode is about 8 in. wide, with stones of ore. In the 22, west of Mathews's, on the north lode, the lode is 8 in. wide, tribute ground, and kindly to improve. In the winze sinking below the 12 the lode is small and poor. Our tribute is much as usual. We are sinking Hallett's shaft with all possible speed.

EAST TAMAR CONSOLS.—G. E. Tremayne, Aug. 17: The lode in the engine-shaft is 4 feet wide, composed of fluor and horn spar, and at present is not so productive as it has been, although a very promising lode. The lode in the 40 south is 3½ feet wide, and yielding 7 cwts. of lead per fathom; the stopes in the back of this level will yield, on an average, 5 cwts. of lead per fathom. In this level north the lode is 3 ft. wide, and worth 5 cwts. of lead per fathom. There is no alteration in the 20 north. The stopes in the back of the adit level will produce about 8 cwts. of lead per fathom.

EAST WHEAL RUSSELL.—John Goldsworthy, Aug. 18: The ground in the 88 is favourable for progress, and the lode is looking more promising and producing some good stones of copper ore. The ground at Homersham's shaft is much the same for sinking as it has been for some time. The ground in the 66 east end is a little more spare for driving: we have not taken down the lode since last reported, neither has there been much done in this end for the last three or four days, owing to a large pile of stuff being in the level, which is now clear. The tribute pitches are much the same as they have been for some time. The clearing of the 45, east of Tunnel level, is progressing favourably.

FRANK MILLS.—J. P. Nicholls, J. Cornish, Aug. 18: Saturday last, being our setting day, the following bargains were set:—The 45 north, on east lode, to drive by two men, at 2*l.* 15s. per fm., for the month; the lode in this end at present poor. The 60 south, on east lode, to drive by two men, at 2*l.* 2s. per fm., 4 fms. stent; the end is at present poor, but has just passed a good shoot of lead that will yield ½ ton per fathom. A cross-cut to drive east, just behind the end last referred to, by two men, at 3*l.* 5s. per fm., 1 fathom stent; it is in mineralised ground, and we expect to discover more lode on branches in this direction. The 72 south, on the east lode, to drive by four men, at 1*l.* 14s. per fm., 4 fms. stent; this end also has just passed through a good run of orey ground, but the lode is at present disordered. The 72 north, on west lode, to drive by two men, at 2*l.* 15s. per fathom, for the month; lode still producing a small quantity of saving work. The stope in the back of the 84, on west lode, by four men, at 1*l.* per fm., for the month; worth from 7 cwts. to 8 cwts. of ore per fathom. The 84 north, on west lode, to drive by two men, at 2*l.* 15s. per fm., 3 fms. stent; lode 2 ft. wide, unproductive to value. A cross-cut west from the 84 south, on the east lode, to drive by six men, at 2*l.* 15s. per fm. The 84 north, on east lode, to drive by four men, at 5*l.* per fm., 3 fms. stent; lode yielding from 8 cwts. to 9 cwts. of ore per fm. The 72 north, on east lode, to drive by two men, at 4*l.* 15s. per fm., 2 fms. stent; worth from 6 cwts. to 7 cwts. of ore per fm. The following tribute pitches were also set on Saturday last:—One in back of the 60 south, on east lode, by two men, at 2*l.* per ton; one in back of the 60 north, on east lode, by two men, at 5*l.* 10s. per ton; one in back of the 72 south, by four men, at 2*l.* 5s. per ton; one ditto, by two men, at 5*l.* per ton; one ditto, by two men, at 5*l.* 5s. per ton; and one ditto, by two men, at 6*l.* per ton. In addition to these we have five other pitches working, taken in July setting for July and August months, of which we have before advised you. It will thus be seen that our pitches have improved of late, and the tributes lower than usual. We sampled 100 tons of fair quality lead ore on Friday last, and are making fair progress in dressing for our next sampling.

GARREG.—J. Trevethan, Aug. 18: We have holed the shaft to the level, and are now sinking under it; the lode is 4 ft. wide, composed of clay, carbonate of lime, and intermixed with lead ore. The appearances are encouraging, and likely to improve in depth.

GAWTON COPPER.—J. Gill, Aug. 18: In the 50 west the men are making fair progress in rising; the lode is about 2 feet wide, containing mundic, peach, and occasional stones of ore, and letting out more water than usual; in the 50 east the ground is favourable for driving, and good progress is being made, no change in the lode to notice. In Knott's stope in the bottom of the 24 the lode is 5 ft. wide, and worth 12*l.* per fathom. The tribute pitches are looking much the same as usual, producing some good work.

GERNICK.—J. Barratt, Aug. 17: Since my last report on this mine there is no alteration to notice in the lode; the end yields considerably more water, which may indicate our being near the junction of elvan and killas. I think we have about 6 fms. to reach the junction of strata.

GREAT SHEBA.—G. Spargo, Aug. 18: We have commenced taking out ground for killas and are getting on as fast as possible. We are also getting on with all speed in cutting into the lode at Kelly Hall, but are not sufficiently into it to state what it contains, as we are not through the capels, which are composed of mundic, peach, and spots of ore; four men will make but little impression on such a hard capel.

GREAT WHEAL ALFRED.—M. W. Michell, W. Bugelhole, Aug. 14: We have completed changing and fixing the pitwork at Copper-house shaft, which has placed us in a good position for sinking below the 190 fm. level; the lode in the present bottom is 4 ft. wide, worth 100*l.* per fm. for the whole length—12 ft. We calculate to sink to the 200 in about three months, which, from the present appearance, will lay open a rich piece of ground. The lode in the 190, east of the above shaft, is 4 ft. wide, worth 12*l.* per fm.; the lode in this level west is 2½ ft. wide, worth from 30*l.* to 35*l.* per fm. The lode in the 180 west is 3 ft. wide, producing saving work; the lode in this end has recently been disordered by a small cross-course; previously to our intersecting it the lode would produce about 2 tons of copper ore per fm.; we expect it will again improve as soon as the ground gets settled. No change in the 170 since our last. The lode in the 160 has an improved appearance, producing more soft spar, with spots of yellow ore and lead. In the 148 fm. level west the character of the ground is improved, and the lode producing stones of yellow ore.

GREAT WHEAL BADDERN.—J. Jenkin, Aug. 17: We have not as yet intersected the main part of the lode in the 61, but from the appearance of the elvan, and the great quantity of the water flowing so rapidly, we believe it is near at hand. In the drivage and stopes above this level the lode is 18 in. wide, producing about 1 ton per fm. The 51 end, east of north, and all the other parts throughout the mine, are without alteration since my last report.

GREAT WHEAL BUSY.—J. Nancarrow, Aug. 14: At Harvey's engine-shaft the north part of the lode is not quite so good for copper, but the south part has improved, and is worth for the length of the shaft 30*l.* per fathom. It now appears more likely to produce copper than tin. The 100 east is rather improved. In the 90 east no lode has been taken down since last week. The 90 end men west are engaged in cutting down some ground in Rawling's shaft. In the 50 west we find capel again on the south part of the lode, into which we are cutting; as yet we find no south wall; we have driven altogether 3 fathoms across the lode. The tribute department throughout the mine looks pretty well. Nine men have in the past week been engaged in clearing Reid's shaft, where the new engine is to be erected. It is now cleared to the adit, and we at once proceed to clear the level west, which is necessary in order to our getting two pares of men to cut down the shaft above the adit, preparatory to which we have also begun to clear the western shaft. We are busily engaged in clearing out the foundation of the engine-house, and in clearing the deep adit west. I have set new Hallett's engine-house and stack to take down by eight men, so that we shall soon have plenty of stone ready for use.

GREAT WHEAL VOR.—G. Noakes, Aug. 17: The water is now drained to the bottom. The stopes are dry, and we have discovered an excellent course of tin, which, from the forward state of the skip-road, will soon become available. Trueman's lode is very kindly, and a winze in Wheal Metal, below the 110, is at present worth 300*l.* per fathom. Our prospects in general are of a most encouraging character.

— T. Gill, Aug. 19: The water in the old mine is drained to the bottom, and I found the stopes from the 248 to the 292 much more valuable than I expected. Our prospects at Wheal Metal are also looking very well. We are making good progress in our dressing department for the next sale of tin ores. All the machinery throughout the mine is working well. I hope to be able to give a more detailed report next week.

HAWKMOOR.—J. Richards, Aug. 16: The mine at present is full of water up to the 20, and there is scarcely any water in the lents, which we cannot help.

HERODSFOOT.—Jas. Wolferstan, Aug. 16: In the 127 the lode in the end is worth 7 cwts. of ore per fm., and the ground easy for driving. There are three stopes in the back of this level:—No. 1 worth 10 cwts.; No. 2, 6 cwts.; and No. 3, 7 cwts. of ore per fathom. In the 117 end the lode is worth 10 cwts. of ore per fm., and the ground very favourable. There are four stopes in the back of this level:—No. 1 yielding 10 cwts.; No. 2, 8 cwts.; No. 3, 8 cwts.; and No. 4, 6 cwts. of ore per fm. In the 106 the lode in the end is worth 8 cwts. of ore per fathom. There are four stopes in the back of this level:—No. 1 being worth 8 cwts.; No. 2, 10 cwts.; No. 3, 10 cwts.; and No. 4, 8 cwts. of ore per fm. The lode in the 82 end is worth 8 cwts. of ore per fm., and the ground moderately easy. The average price for driving the ends is 4*l.* per fm., and for stoping 2*l.* 6s. The mine, on the whole, is looking well, but the ore is not quite so solid, and it, therefore, requires more dressing, and, as we have no water for stamping, the halvans are accumulating to an inconvenient extent. The whole of our machinery is in perfect order, and the mine altogether in good working condition.

HINGSTON DOWN CONSOLS.—W. Richards, Aug. 18: The lode at Morris shaft is of the same size and character as when last reported on—from 5 to 6 feet wide, interspersed with ore throughout, but not enough to value. In the 100 west the lode is 20 in. wide, composed principally of mundic, impregnated with rich yellow ore; a very promising end. In the 110, west of Doidge's winze, there is no change to notice since the general report. The lode in the 75 east is less productive than when last reported on. The same remark will also apply to the 65 east. The lode in the 75, east of the cross-cut, south of Hitchins's shaft, produces a little ore, particularly from the back of the end.

HOLMBUSH.—N. Seccombe, Aug. 17: In the 145, west of cross-cut, the appearance of the lode in the end is still very good; although not taken down, enough is seen to be pronounced worth 2 tons per fm. The lode in the end east of the cross-cut is at present small; this end is being nearly holed to the cross-cut driving south from the former level; the stopes in the back of this level, east and west of the cross-cut, are producing from 1 to 2 tons of ore per fm. The stopes in the bottom of the 145, west of the cross-course, will yield 2 tons of ore per fm. In the 160, east and west of diagonal, very little has been done in the past week, owing to the stoppage of the engine on Wednesday last, to effect some necessary repairs. The engine has been set to work again, and the water so near in fork as to allow the men in the different ends to resume working. In the 132 south, on the lead lode, the men in the end are making good progress south on the course of the lode; the lode in this end is producing occasional branches of silver-lead ore in the friable fluor-spar, with which the lode abounds; the rise in the back of this level is much of the same character as the end. We hope to communicate shortly with the 120, by which a good ventilation may be effected, which is much wanted in this level. In the rise in the back of the 145, on the flap-jack lode, the lode will produce 1 ton of ore per fm.; in the end driving west in this level there is no change to notice.

HUCKWORTHY BRIDGE.—A. Pryor, Aug. 18: The excavation for our bob-pit is now complete, and the men have resumed sinking Hitchins's engine-shaft, which is now about 5 fms. below the adit, making a total of about 15 fms. from surface. The lode in the bottom of the shaft presents a very favourable appearance, being from 5 to 6 ft. wide, composed of capel, prian, and mundic, with good stones of ore, and every prospect of vast and speedy improvement. Our engineers are getting on well with the line of rods, capstan, shears, &c., and the work will be complete, if required, to put the engine at work in about a fortnight.

— John Key, August 19: Since my last report the men have been employed in assisting the carpenters in the erection of the engine, excavating for the bob-pit, &c. The engine, capstan, and shears will be all in order for work in the course of a few days if required. The men are resuming the sinking of the shaft; the water is very easy, so that we can sink without the aid of the engine for the time. The lode is still large, and producing good stones of ore, very promising to improve.

KELLY BRAY.—S. James, Aug. 14: The lode in the 135 is not yet got into a settled state to the east of the cross-course. We are desuing the lode in the stopes in back of the 85 west, and intend to take it down next week, when we shall be in a position to state its value. The lode in the 70 end east is 2 feet wide, yielding stones of ore. The lode in the winze in the 45 west is 6 feet wide, and worth 25*l.* per fm. for the length of the winze (12 feet). The lode in the stopes in the back of the same level is worth 6*l.* per fm. The lode in the 45 east is 2 feet wide, and of much the same character as it has been for some time past, producing good stones of ore. There is no change in the tribute department since my last communication.—Eastern Mine: We have set Watson's engine-shaft to sink below the 50 for bearers and cistern, and also to cut all the ground which will be necessary preparatory to fixing a plunger at the above-named level. In the 40 cross-cut north there is no change to notice since we passed the last branch, which is about 9 inches wide, containing mundic and good stones of ore; the ground is still strongly mineralised, and we are daily meeting with small branches, composed of quartz, fluor-spar, mundic, and spots of ore.

LACKAMORE.—Aug. 18: The stope over the 24 is somewhat improved, and so also is the pitch below the adit level, east of Bryan's shaft; both of these places are yielding good orey work. No change to notice in any other part, and things generally are going on well. We have had some fine showers of rain, which has much increased our water.

LADY BERTHA.—J. Metherell, Aug. 19: There is no alteration at Moyle's engine-shaft since the meeting. In the cross-cut in the 30 we have cut a lode underlying south, about 1 ft. wide, chiefly of quartz, with good spots of ore. No alteration in the same level west; still breaking some good block ore. In the 20 east the lode is not so wide, now about 3 ft., and will produce about 3½ tons of good ore per fm. The ore is of better quality than when last taken down. In Robins's winze we have met with something like a slide, which, however, remains to be proved; the lode is very much disordered, and at present of no value; but I have every confidence that the lode will be as productive as ever. The pitches are much the same as for some time past.

LLANFYRNACH.—W. Hills, Aug. 14: The engineer is progressing with the necessary work for the steam-engine; if we can get our castings from Cardigan the beginning of next week, we shall start the engine about this day week. The masons have finished the walls and foundation work. I have been incessantly scolding them for their slow movements; I am sure an Englishman would do more work in one day than these indolent fellows in two. I wished them to take the work by the rod, but they declined, saying it was such an awkward plan. I discharged one man at the beginning of the work, but am afraid I did not benefit much by it: you are entirely in their hands, as there are only two in the neighbourhood. We are now again short of water, and have not been able to crush for the last week; there is 5 feet of water in the 22, thereby causing all work in this level to be suspended. The weather still continues very hot and dry, without the slightest appearance of any alteration; report says we have not had such a continuation of dry weather for the last fifty years. I am much afraid we shall remain in this position until we start the steam-engine, after which I hope we shall be able to crush and dress without intermission. I send you a map, with the whole of the workings marked thereon up to July 31. I beg to call your attention to the working of No. 2 shaft, in the 14, three men driving; we were compelled, for want of room on map, to make the drawings to the scale of 20 fms. to the inch; the whole of the other drawings being 10 fms. to the inch. This level is now cleared, and you will find it has been driven 39 fms.; we have set it to be driven upon at 3*l.* per fm. According to Capt. Francis's calculations we shall cut the great east and west lode in about 6 fms. We had no idea of this level having been driven so far until it was cleared; it was filled up with rubbish, and timbered up at the mouth, to prevent the water coming through—not a very judicious or profitable undertaking, as the water was certain to make its way through other channels. No. 4 shaft, in the 14, four men driving, continues to improve; I should say it will now give 6 cwts. of ore per fm. All other workings are looking quite as well as last report, but nothing of importance to comment upon.

LLYWERNOG UNITED.—John Hughes, Aug. 18: In the Llywernog we have four men rising and stoping the back of the 15; the lode here is about 4 feet wide, composed of spar and clay-slate, with a mixture of lead and blende, 1 ft. wide. At the winze in the bottom of the level we are cutting large blocks of lead, but in consequence of the dryness of the season our wheel is unable to keep the water down at present. I am of opinion that the 15 has been driven a few fathoms to the south of the main lode, and have set four men to cross-cut north for this month. The line of rods from the quarry-shaft to the boundary shaft has just been completed, and in a few days it is expected the pumps will be at work, and the water cleared out. In the eastern shaft we have four men sinking, but no material alteration to notice since my last report.

MERLLYN.—J. Trevethan, Aug. 13: The eight men that were driving east of new shaft are now divided into two pares—four east, and four driving west on the lode. The eastern end produces good specimens of lead, being without much change since the commencement. The lode west is not so productive, but from appearances it might improve at any time. At present we are without any tributers in the mine.

—J. Trevethan, Aug. 18: We have no change to notice since my last. The lode at the 25 east is worth about 8 cwts. of lead per fathom. The same level west is a lode 3 ft. wide, producing good lumps of lead occasionally, and of a very promising character.

MOLLAND.—T. Bennetts, Aug. 18: Since the last quarterly meeting we have completed sinking the engine-shaft to a 32 fm. level, divided and cased the same, extended a cross-cut south 3½ fms., cut the lode, and opened on its course east and west 3½ fms., and from which we have raised 5 or 6 tons of good ore. In both ends I am happy to say we have a promising lode, composed of quartz, white iron, and yellow copper ore; in the western end it is 1½ ft. wide, worth 8*l.* per fm., and leaving good ore ground in the back and bottom; the country, too, is easy for exploring, and congenial for ore. In the eastern end the lode is 2 feet wide, producing 1½ ton of ore per fm., worth 9*l.* 10s.; in driving this end 5 or 6 fms. we shall come in contact with the hard floor of ground which came in from the north, and was passed through in sinking the shaft and in driving the cross-cut; this floor will, I expect, disorder the lode 2 or 3 fms. until we have driven through it, when I have no doubt the lode will be found productive again, as wherever it came in contact with this floor it has been found productive, and if found productive on one side I see no reason why it should not be found productive on the other. But whether the floor referred to has unbottomed the slides remains, I think, yet to be proved; this, however, can be ascertained by extending the 32 east. One thing I know, we have seen nothing as yet under the floor that can be designated a slide. The country is a healthy looking killas, and hence I am inclined to think we shall see an important change in the character of the lode and country under the floor. In the 20 east we have driven through a large kindly lode, which has produced a little ore, but in the present end it is disordered by a slide; by driving, however, a few feet I have no doubt the lode will be found settled again, and I see no reason why it should not be found productive also; in the back of this level we have stoped away a great deal of orey ground, and from which a good deal of ore has been returned; four men are engaged here stoping on a lode worth 5*l.* 10s. per fathom, but the ore ground that will pay for stoping here is getting short. Under present circumstances, I do not think it would be wise to continue sinking the engine-shaft just now; this is also the opinion of Mr. Nicholson, who paid me a visit on Sunday last, and with whom I consulted upon the matter, but I think it would be highly desirable to push on the 32 east with six men, and communicate with the winze sunk below the 20, which would prove the lode under the floor, ventilate the workings, and, I have no doubt, lay open some profitable ground—in fact, should the lode continue as good home to the winze as good as it is in the end, I believe we shall have opened sufficient ore ground for stoping, &c., that will pay the working cost of the mine. I would also recommend driving the 32 west by two or four men, and which can be done by removing some of the men from the 20. By the mode of working which I have suggested, I estimate the next three months' cost at 120*l.* per month, and the returns of ore for the same period at 10 tons per month, which may fetch 6*l.* per ton. We have now 2 or 3 tons of ore at surface, besides 32½ tons for sale at Swansea, which I believe will produce 6 or 7 per cent. of copper.

NEW WHEAL VOR.—J. Vivian, N. Thomas, Aug. 14: The lode at Harriett engine-shaft, sinking under the 30, continues its size, the north part of which is exceedingly rich for tin. The lode in the 30, driving east and west of engine-shaft, is 4 ft. wide, carrying work for tin. At Penpraze, we have commenced driving a cross-cut north, with a view of intersecting the main part of the lode. At Park-an-step, the lode in the adit level driving east, has considerably improved in the last 3 ft. driving, the lode now being 4 ft. wide; some of the stuff broken from the end to-day made a produce of 5 cwts. 1qr. 12 lbs. black tin per 100 sacks; this end is now opposite to where the Penpraze lode was so very rich with the old miners. We are progressing satisfactorily with sinking Lizzie's engine-shaft; also with driving the cross-cut north towards it at the adit level. At East Wheal Metal, we have not yet got through the disordered ground; the end is now letting off large quantities of water, which is considered a good indication for this locality. We have commenced excavating ground for the foundation of the engine-house at Wheal Brambie, and shall commence building the same in about ten days. The burning-house is so far completed that we shall light the fires in it on Monday next; but it will take a few days to dry the masonry before we can commence burning tinstuff.

— J. Vivian, Aug. 18: We have let the engine-house to build, the engine to carry, and the engine to take out and erect on this mine. Since writing to you on Saturday last, the lode in the adit end driving east, at Park-an-step, is further improved; we have to-day broken therefrom some splendid stones of tin, being the richest we have ever broken from this lode. This looks well, being exactly opposite to where the old miners had so much tin at Penpraze. At East Wheal Metal, the lode in the adit level, driving east, is also improved, the lode being more settled, and from 3 to 4 ft. wide, saving work for tin. The north part of the lode, at Harriett shaft, sinking under the 30, is still rich. No alteration to report on any other part of the mine.

NORTH BASSET.—T. Glanville, Aug. 18: In the winze sinking below the 82, the lode is yielding 2 tons of ore per fm. Other parts of the mine are just as usual.

NORTH FRANCES.—J. Moyle, Aug. 18: Eales's shaft is being sunk by eight men, now down about 12 ft. below the 60; the lode is still composed of capels—unproductive. The 48, west of Eales's shaft, is driving by six men: the lode is 15 in. wide, composed of soft spar and peach—unproductive; this end is about 56 fms. west of the shaft. In the 36, west of Eales's, the lode is 2½ ft. wide, and of a more promising character, composed of spar, mundic, and spots of grey ore, but nothing of any value; this end is about 87 fms. west of the shaft; driving by six men, at 4*l.* 10s. per fm. The new shaft sinking under surface, being worked by nine men, is about 11½ fms. deep; the ground is as last reported. The winding-engine is again put in order, and now in operation.

NORTH LAXEY.—R. Rowe, Aug. 18: The engine-shaft measured to-day 11 fathoms 4 ft. 6 in. below the 12; I expect another month's sinking will be sufficient for a new level. The lode in the 12 end, driving south, is in all 3 feet wide, but at present split into three parts: the middle part is about 6 inches wide, composed of gossan and white lead; the hanging or western side has a rib of hard gossan and a little ore in it; should the parts come together the lode will very likely be more productive; and from the end being now in whole ground, and entering quite a mountain, it is very desirable to push this as a discovery level.

NORTH WHEAL TRELAWNY.—H. Hodge, Aug. 18: Magor's shaftmen have completed the fixing of the pitwork, and resumed the sinking under the 40 in favourable killas ground. The cross-cut in this level is extended west 3 fms. towards the lode. The lode in the winze sinking under the 27 is 1 foot wide, producing good stones of lead.

OLD TOLGUS UNITED.—G. Reynolds, Aug. 19: The shaftmen are engaged cutting the angle bob-piat, and we hope to have the same complete next week. We still continue to cut through the caunter west at the 32, which is producing good stones of copper ore, and looks promising. In the past week we have been driving the south lode going west at the 32, and hope to take down the same on Saturday next, which bids fair to produce a good pile of ore, and as soon as this level is ventilated we propose putting a pare of men to rise in the back of the said level to prove the value of the lode, and also to extend the level east with all speed. The new south lode in the shaft, now about 8 fms. from surface, is 16 in. wide, producing fine stones of copper ore, saving work for dressers, and presents every feature to become a very productive one.

PEDN-AN-DREA.—T. Carpenter, J. Delbridge, Aug. 14: In the past week we have forked the water to the 90, and put four men to drive the 90 west on Martin's lode; as soon as we can clear the stuff accumulated by the means of fixing the new pit-work, we purpose to drive west on Skimmer's lode, and east on Martin's lode, and sink the engine-shaft below this level. The lode in the rise in the back of the 68, west from engine-shaft, is worth 10*l.* per fm. The new lode in the 55 east is still split in branches; it is a promising looking lode, though at present poor: we have fixed some new pipes in this level, and put two men to drive west, as nothing has been done in this direction since we first cut the lode, and two men to drive south on the cross-course, to see if we can meet with more lodes. Oh the whole, our tribute stopes are much the same as for some time past. We have sampled for July 30 tons 16 cwts. 0 qrs. 20 lbs. of black tin.

PEMBROKE AND EAST CRINNIS.—J. Dale, G. T. Trewren, Aug. 17: The 16 cross-cut, south of Reid's shaft, is without change to notice since last report. We have commenced to drive west on the branch recently cut in this level, which is about 8 ft. wide, looking very promising, and producing good stones of ore. In the 112 end, east of Smith's shaft, the men are at present engaged driving by the side of the lode in killas; this end still continues very wet. In the stopes in back of the same level the lode will produce full 1½ ton of ore per fm. In the 100 end, east of Smith's shaft, the lode is looking quite as well as last reported. In the stopes in back of this level the lode will yield full 1½ ton of ore per fm. In the stope in bottom of the same level the lode will turn out 2 tons of ore per fm., of fair quality. The ground at Smith's shaft continues favourable for sinking. Ground driven during the week:—The 102 cross-cut south, 6½ fms. the 102 west, on branch, 3 ft., with a kindly appearance; the 112 end east, 4½ fms. the 100 end east, 3 ft. Smith's shaft is sunk 5 ft.

PENDEEN CONSOLS.—W. Eddy, Aug. 14: We have began to sink the shaft below the 94; the lode is large, with ore, but not saveable. In the 94 north the lode is 18 in. wide, poor for ore, but very kindly killas. In the 82 north the lode is large, and producing saveable ore, and a very kindly end. The lode in the stopes of the 70 winze sunk is not so good as last month; the lode is still holding its size, but the quality of the ore is not so good. In the 70 stopes north the lode is just as last reported. In the 70 north there is not enough of the lode taken down to say its value. We have been driving a promising lode, opening good orey ground; the lode being very large, with its channel ground full 10 feet wide, and the killas being very highly mineralised, and decomposed. Our other stopes are much the same as when last reported.

POLLARD.—J. Nance, Aug. 19: Nothing new to report. The stratum in the [illegible] cross-cut end is still mineralised, but we have not yet reached No. 3 lode.

POYLE GLOMEN MINE (Trevdoll, Tretalliesain).—A. Francis, Aug. 12: This mine is situate to the west of the Afon and Hen Bwlch Mines, and on the same vein, almost midway between the old Cwm Symlog (now East Daren) and the once famed Wheal Potosi Mines. Very little has been done on the property, the principal part of the working having been confined to the east and west branch, which has been driven on about 12 fms., and yielded some tons of very pure lead ore. There has been sunk on the branch a winze some fathoms also, which has yielded good lead ore. There are many dicings, smaller branches, all running east and west, and carrying branches of ore with them, which will all form a junction with the great lode a few fathoms west of the adit driving to intersect it. This adit level was driven by Capt. Jones, of Gwynfren, the owner of the property, which reached the lode with a back of about 4 fms., it being there 6 ft. wide, as regular as any vein could be seen at ten times the depth, being composed of courses of beautifully crystallised quartz, varying from 2 to 6 ft. wide, and between these courses a most beautiful lode stone, with quartz and carbonate of lead intermixed; indeed, in a great many places throughout the entire distance it is very difficult to know whether it is quartz or carbonate of lead. The ground can be easily worked, a fair price for driving being about 40s. per fm. In the centre of the vein there is a course of pure carbonate of lead, and quartz, and on this I have advised sinking for 5 fms., which has been taken at 4*l.* per fm.; I expect to see before that distance has been reached some good results from the sink. I can unhesitatingly say that it is the finest lode I have ever seen in this county, and from its direction with the intersection of the different branches I shall not be surprised to find such a mass of ore as has not been seen in this county before. There is every facility for the erection of water machinery, a good stream of water at all seasons of the year flowing through the sett, and passing at the mouth of the adit level, with a sufficient fall for all purposes; the roads leading to the mine in good condition; with a moderate royalty, 1-12th, with a promise of its being given up during the erection of water machinery, &c. The mine is now held by parties resident in the village, and to any one wishing to invest in mining I can only say that this property holds out chances of success such as I have not seen since I have been connected with mining in this county, now nearly 20 years.

QUEEN OF DART.—P. Hawke, Aug. 17: The lode in the 30 east, which has been taken down very recently against the point of a slide, is worth 3½ tons of copper ore per fm. No time will be lost in cutting through the slide, to ascertain the value of the lode to the east of the latter point. The lode in the 20, to the east of boundary shaft, is worth 4 tons of copper ore per fm. I have not had any lode taken down in the boundary shaft since the preceding week; consequently the prospects there are as last reported on. My object is for the shaftmen to complete their contract previous to taking down the lode again, which will make the boundary shaft at the expiration of next week irrespective of any lots, 10 fms. 3 ft. 3 in. below the 30.

RAVEN ROCK.—W. H. Wilcock, Aug. 18: There is nothing new at this mine. The men are working in the copper stopes, where the lode is still good. We are also breaking down 1000 sacks of tinstuff from the western stopes, to be carefully selected and stamped by itself, to test the value of this part of the mine. We are preparing to commence driving north from the perpendicular shaft, to cut the lodes in depth.

REDMOOR.—T. Taylor, Aug. 16: We are dessing the lode in the 20 end north, on the lead lode; also in the 40 rise: no alteration in the ground. During the past week a vugh, or dividing, on the footwall of the lode in the 80 east, on Kelly Bray lode, has been ordered it, the opening on the wall varying from ½ to 1½ inch in width. The lode is still yielding good stones of ore, but not so good as when last reported. In the 80 west, on the count-house shaft, the lode has yielded some good stones of lead and white tin. No other indications of the lead lode towards which we are driving. No important alteration in the tribute department.

RIBDEN.—R. Nines, Aug. 19: The horse-whim was completed last week, and I descended the old shaft. From what I could see of the lode I have every reason to believe the statement put forth by the old miners; at all events, their description of the lode and workings is, as far as I went, quite true. It appears the principal intersection took place about 45 fathoms below surface, at which point the lode must have been very rich, and continued so as they went down 10 fathoms below, but they did little or nothing beyond taking away some ore ground above the 55, except sinking a good shaft to that point, which is worth, at least, 1200*l.* to the present company. We are now securing this shaft, and the footway leading to it; this being completed, we shall at once commence working on the lode, where we fully expect to make sufficient returns to pay the whole cost of the mine. The situation of this shaft is most advantageous for commanding other lodes, and levels can be driven at different points to intersect them. At the south part of the mine we are clearing up a shaft on Gilbert's lode, which will also command Hodgkinson's lode in depth; the former produces copper and lead, whilst the latter produces copper only, both of which, from every appearance, will well pay when properly opened. On reference to the plan, the advantages held forth by such a number of intersections will at once be seen, and when it is borne in mind that the greatest deposits of ore this district ever produced were at similar points of intersection, it is not unreasonable to suppose that Ribden, when properly developed, will prove as productive.

RITTON CASTLE.—J. Lester, Aug. 17: The engine-shaft is now down 25 fms.; and since last report 5 ft. The ground is without alteration.

RIVER TAMAR.—J. Cock, Aug. 17: In the 70, west of the engine-shaft, the lode is about 2 ft. wide, of a kindly appearance. We expect to reach the cross-course about the end of this month, and we have every reason to believe that the driving of this level west of the cross-course will be attended with success. We have nothing new to notice in any other part of the mine.

ROSEWALL HILL AND RANSOME UNITED.—George Henwood: Aug. 10: This day and yesterday I examined these mines. Having for many years known the locality I was perfectly aware of their situation and extent, but as this may be read by some parties who have not had that opportunity, I may as well state that they lie on the eastern declivity of a granite hill, called Rosewall Hill, and immediately adjoin the celebrated St. Ives Consols tin mines, a continuation of the lodes of which mines the Rosewall and Ransome most undoubtedly are. The granite is of that peculiar coarse grained, semi-decomposed nature, so well known to miners as being stanniferous; it is perfectly identical in several peculiarities with the neighbouring and other productive mines, the country being traversed in all directions by branches falling into the lode; the mineral school is also to be met with in strings and small deposits; the lodes consisting of capel, quartz, peach, and a small quantity of mica: the peach and capel appear to be the matrix of the tin. The sett is very extensive, being 600 fms. on the course of the east and west lodes, and from 200 to 300 fms. on the course of the "troans," as they are here called (north and south cross-courses of a peculiar character, consisting of decomposed granite, frequently containing tin), therefore, are extensive enough for mining purposes, however great, by a company; besides, these "troans" are regularly constituted cross lodes, running nearly north and south; the lodes, like those at the Providence and other adjoining mines, have very little underlie, the troans dipping east. This I deem an important feature, and shows the east of the country. I observe that the runs of ore hitherto discovered in the mine have that tendency. Now, as you purpose extending your principal workings in that direction, I think this circumstance should not be overlooked. I now proceed to particulars of work executed by the present company, which I find to consist in a great measure of clearing up the old shafts and levels, a task of no ordinary difficulty. I first descended Ransome shaft to the 22, or deep adit, which is driven through the St. Ives Consols sett into this. The adit has been cleared out a distance of 400 fms., and is in a highly satisfactory state. At 26 fms. from Ransome 'shaft the troan was cut, and a considerable difficulty encountered, the ground being so heavy and dangerous; a cross-cut north was, therefore, made in the whole granite 1 fm., where a level driven by the former workers was met with. In driving a cross-cut here the old men cut a lode of capel, quartz, and iron, about 1 ft. 6 in. or 2 ft. wide, poor for tin at this level, but promising for mineral at a greater depth, or at a junction. The country is decomposed granite. I then descended to the 30, where the men at the shaft are engaged cutting a trip plat; the present end east is about 45 fms. from this place. About 15 fms. east of Ransome is a shaft formerly used as a whim-shaft, but now intended to be applied as a ladder road (much needed); this shaft is said to be the deepest in the mine, and is a most valuable piece of work already executed for the present company, as it is in the very place it should be. The ground has all been taken away here for many fathoms, merely a few arches left. The level now has just been cleared to the end of workings, where the ground is hard; the former workers appear unaccountably to have driven on the north wall of the lode for about 3 fms., and have not removed it. We broke several stones from various parts, and found them to be good work for tin, this should be tested by shooting down the lode; this end ought also to be driven with all speed, as you will soon have a supply of tinstone ready for your stamps from this place. On the west, as on the east, in this level the ground has been stoped for many fathoms, only a few arches of inferior work standing. At 18 fms. west from Ransome shaft the great troan has been cut and driven upon 8 fms.; at and near its junction with the lode a small quantity of exceedingly rich tin was met with in the troan. At 8 fms. north a winze has been sunk to the 26; this is now completed, and will form a communication from the Ransome to the Rosewall part of the mine. This sink will be doubly serviceable as a ladder way and ventilator, the air here being remarkably good. From the 36 I went to the 50, or through the engine-shaft, nearly as deep as the mine was in fork; the men were there engaged in dropping a 10 fm. lift of pumps, to effect this, and as the lift was in the shaft, I did not go into the 50 east as intended; this, however, appears to be of no consequence, as no point has yet been developed here, the standing ground not yet to be seen. I then ascended the engine-shaft to the surface, and observed the ground has nearly all been removed, and that a good shaft is now being almost completed. Near the surface a capital piece of work has been executed—9 fms. of solid stone-lined shaft put in, thus securing a most dangerous piece of ground most effectually. This completed the underground survey. On the mine is a new and splendidly finished 40-in. engine for pumping, which will be equal to its work for many years: a 26-in engine is nearly all on the ground, and the house ready for its reception; this is for the stamps, of which 16 heads are proposed immediately to be put in, with preparation for 16 heads more to be added as occasion may require. A whim-engine, with all appliances, of 22 in. diameter. All the necessary erections, such as count-house, carpenters' and smiths' shops, saw house, material room, &c., are finished, and in substantial repair, capstan, shears, &c., in good condition; in short, all as good as possibly can be. At present the mine is pumped to the 30 by aid of flat-rods to Ransome shaft, but these will soon be dispensed with. On the mine also are the rods and pumps necessary to fork the mine, or nearly so, a good supply of timber and iron, with a great many spare materials used in forking the mine to the 30. A very great advantage connected with the mine is its proximity to St. Ives, whence coals may be procured at a cost of carriage not exceeding 2s. per ton. From Hayle also the carriage is inexpensive, and from these parts all the supplies you may require can be obtained. As far as I can see, all your operations have been conducted with a view to economy and speedily forking the mine. The arrangements for the tin and dressing floors are being judiciously executed. It must be remembered, to possess and clear out an old mine of this extent is an Herculean effort, but you have now proved to demonstration that you will shortly accomplish it, the water charge being particularly easy, 6 in. pumps only sufficing for the 50, below which 5 in. will be ample, or even less than that. All this has been achieved without accident, and in a very brief period you may look forward to favourable results. Your main cost and difficulty has been overcome, and the capital still to be expended will be mainly applied to labour alone. Under these circumstances, and considering the short time you have been at work, 16 months only, I must say you have executed a vast amount of work in the most satisfactory manner, and that your prospects, as far as you have gone, are most encouraging, and afford a practical lesson of what may be done when skill, capital, and energy are combined. I wish you the success such a combination deserves, and firmly believe you will realise to the full the promises held out in your prospectus.

— P. Roach, Aug. 18: Since Aug. 11 we have forked 5 fms., to the bottom of the last drop, and cut down and secured the engine-shaft 2 fms.; we have now about 4 fms. to reach the bottom of the lift, and put the 36 in proper order to take back the Ransom water. In the Ransom, we have commenced again to drive the 30 north on the cross-course or troan, and put the level, &c., in order to carry back the Ransom water to Rosewall Hill. We shall now commence cutting off 30 fms. of the Ransom pitwork, and shall soon be ready to commence forking below the 40.

ROSEWARNE CONSOLS.—J. Richards, Aug. 19: Our operations in the engine lode are confined for the present to sinking a winze from the 20 to the 30 fm. level, which I hope will be completed in a fortnight from this time; this will give ventilation for driving the 32 west under the ore ground gone down in the bottom of the 20. We have two tribute pitches now working in this lode.—Tin Branches, or Elvan Course: Here we have six men engaged cutting a plat 10 fms. under the adit at No. 1 shaft, and I hope we shall cut No. 1 branch at this level in ten days' time. The branch in the shaft is improved in sinking. The pitch in the bottom of the adit is working by two men; set last month at 12s., is re-set at 9s. in 1l. We have 10 fathoms to drive to cut Southcott's branch. We have two pitches working, one in the bottom and another in the back of the adit; this will take five or six weeks from this time. This will give us 10 fms. of backs on this branch also. We have from 70l. to 80l. worth of tin raised this month from these branches, and we shall soon very much increase these returns. Our prospects are very good. We have 13 tutworkmen and 14 tributers here at work.

ROUND HILL.—R. Peters, Aug. 18: The new engine-shaft, sinking below the 52, is progressing favourably. The lode in the 52, driving south, is at present small, being disordered by an elvan course; but we expect in driving a few feet further to meet with a large and productive lode. In the 40, south of shaft, the cross-cut driving west has not yet met with the lode; the lode being carried in the winze sinking below this level will yield 15 cwts. of lead per fathom; the stope in the back of this level will yield 1 ton of ore per fathom. In the 40, driving north of shaft, the lode is without ore to value; the lode in the cross stope, in the back of this level, will yield 30 cwts. of lead per fm. The tribute pitches are yielding their usual quantities of lead.

SORTRIDGE CONSOLS.—J. Richards, Aug. 19: In the 86 east the lode is small, from 1 to 2 ft. wide, composed of flookan, quartz, mundic, and occasionally spots of ore. In the 86 west the lode is 3 ft. wide, containing quartz, prian, mundic, and good stones of ore. In the 74 west no lode has yet been met with to the east of the cross-course. In the rise in the back of the 74 west the lode is 2 ft. wide, and yields stones of ore occasionally. In the 62 west the lode produces occasional stones of ore. In the 50 east, on the south lode, the driving is being continued through the cross-course, but at yet no lode has been met with. In the 50 west the lode is 2 ft. wide, and unproductive. The lode in the stopes in the bottom of the 50 east, and east of the eastern winze, is worth 2 tons of ore per fm. In the stopes in the bottom of the 50 east, and east of the western winze, the lode is worth 2 tons of ore per fm. In the 40 west the lode produces stones of ore occasionally.

SOUTH CARN BREA.—Thomas Glanville, August 14: Tutwork Setting: The flat-rod shaft to sink under the 68, by nine men, at 25l. per fm.; in the bottom of the shaft the lode is 3 ft. wide, composed of spar, mundic, and copper ore, yielding about 2 tons of the latter per fathom. The 68 to drive east of flat-rod shaft, by six men, at 11l. 10s. per fathom; lode worth 15l. per fm. for tin and copper ore. The 68 cross-cut to drive south of the flat-rod shaft, by two men, at 4l. per fm. The deep adit level to drive east of the cross-course, by two men, at 6l. 10s. per fathom.

SOUTH CRENVER.—J. Delbridge, E. Chegwin, Aug. 16: In the 105 west the lode is 1½ ft. wide, stones of copper ore. In the 94 west the lode is 2 ft. wide, worth 3l. per fm. The 94 rise is in tribute ground. In the 74 east the lode is 1½ ft. wide, worth 4l. per fm. In the 84 east the lode is 3 ft. wide, worth 8l. per fm. At Gore's shaft we have an increase of water. Our progress is slow, having hard ground, 27l. per fm. Our tribute throughout the mine is much as usual.

SOUTH DOLCOATH AND CARNARTHEN CONSOLS.—W. Roberts, Aug. 14: The operations in these mines are as follow:—Rising in back of the 70 fm. level west, by six men, at 6l. per fm.; driving the 60 east, by two men, at 4l. per fm.; driving the 50 north, by four men, at 4l. 15s. per fm.; driving the adit south, by two men, at 2l. per fm. In the rise in back of the 70, 25 fms. east of the great cross-course, the lode is 2 ft. wide, chiefly composed of capels, soft spar, and prian. In the 60, about 22 fms. east of the cross-course, the lode is 3 feet wide, occasionally producing stones of rich grey ore; in the course of this month we expect to make a communication with the rise in back of the 70. The 50 cross-cut is driven 32 fms. north of the engine lode. In the adit, east of Brea valley, the great course has been driven through, and now we are driving south, for the purpose of trying to cut other lodes. There are about 2 tons of ore on the floors, and last week two men took a pitch in back of the 60, at 6s. 8d. in 1l.; it seems to be turning out well, and the men are getting good wages.

SOUTH WHEAL BETSY.—C. Bartle, Aug. 14: The whim-shaft is progressing favourably; the lode is still large, producing good work for lead. In the rise in the back of the 32 the lode is 3 ft. wide, all saving work. In the winze below the 10, on the western lode, the lode is 3 ft. wide, very promising, occasionally good stones of lead, and from its present appearance we expect great improvement. In the stopes in the back of the 30, south of Carpenter's shaft, the lode is 3 ft. wide, worth 12l. per fathom; the pitches are much as when last reported. At surface we are in regular course of dressing, and hope to have the crusher complete in a fortnight.

ST. AUSTELL CONSOLS.—R. H. Williams, Aug. 15: We have opened on the lode in the 35, east of the slide; it will take a week more to get into it a little. It is a very promising lode, and I believe we shall raise a good deal of tin from it. From the great quantity of water draining through it, I believe it is a long, uninterrupted piece of lode.—Barker's Lode: I have set a pitch on copper ore, at 7s. 6d. in 1l. tribute, in the 15. The other parts of the mine are without alteration.

TAVY CONSOLS.—J. Nicholls, Aug. 18: The tribute pitches are just as usual, and the men making fair wages. The shaftmen have been employed in the 56 fm. level, and have laid open some ore ground, which I hope will set on tribute next month to the advantage of the mine.

TINCROFT.—W. Teague, J. Andrew, J. Cock, Aug. 18: North Tincroft Lode: In this district there is no alteration since our last report.—Highborrow Lode: In the 173, driving west of Martin's east shaft, the lode is 2 ft. wide, and worth for tin 8l. per fm. In the 173, driving east of shaft, the lode is 2½ ft. wide, worth for tin 16l. per fathom. In the 162, driving east of shaft, the lode is 2 ft. wide, worth for tin 14l. per fathom. In the 152, driving east of shaft, the lode is 3 ft. wide, and worth for tin and copper 12l. per fathom. In the 162, driving west of old engine-shaft, the lode is 4 ft. wide, and worth for tin 50l. per fathom. The sumpmen are engaged putting in penthouse, &c., preparatory to the sinking, which will be completed this week, and the sinking commenced next week. In the 142, driving west of downright shaft, the lode is 3 ft. wide, and worth for copper ore 14l. per fathom. In the 120, driving west of downright shaft, the lode is 1 ft. wide, with kindly appearance.

TREGARDOCK.—T. Goldsworthy, Aug. 16: The shaft has been sunk during the last week 6 ft., and the lode has improved; the lode produces some saving work for lead. The lode in the bottom of the shaft is of a very promising character. The deep adit has been cleared during the last week 3 fms.; in 2 fms. 3 ft. of this we have had a leady lode in the back, worth 15 cwts. per fathom. I hope by the beginning of another week I shall be able to tell you how the lode is looking in the end.

TREWEATHA.—T. Richards, W. Rowe, Aug. 18: The lode in the 90 is about 15 in. wide, producing all saving work, and promising improvement. The 70 end north is worth 3l. per fm. The winze in the bottom of the 60 is deep enough for the present, and suspended; there are about 5 fms. more to be driven in the 70 to communicate therewith. The lode in the bottom of the winze is worth about 3l. per fathom. The 60 cross-cut is extended 7 fms. towards the eastern lode. The stopes are much the same.

WEST ALFRED CONSOLS.—S. Lean, R. Stevens, Aug. 18: We are delighted to find you have succeeded in obtaining the Penpoll sett, which we have no doubt will be most valuable to the adventurers. The flat-rod shaft is down from 3 to 4 fathoms below the 95. The country is composed of killas and soft spar, which we consider most congenial for copper. At the new shaft there is a branch of mundic about 6 in. wide, coming out of the north wall and going across the lode; both are together in the east end of the shaft. This branch appears to be going downright, so the deeper the shaft is sunk the more of it is seen.

WEST BASSET.—W. Roberts, Aug. 17: On the north lode, at the engine-shaft, sinking under the 134 fm. level, the lode continues 5 ft. wide, producing stones of ore. In the 124 east the lode is 3 ft. wide, worth 1 ton of ore per fm.; in the same level west the lode is 4 ft. wide, producing 2 tons of ore per fm. The 114 west is good tribute ground. The 84 west is improved; the lode is 2 ft. wide, worth 2 tons per fm.; the same level east produces 6 tons of ore per fm.—Engine Lode: In the 65 west the lode is 3 ft. wide, producing stones of good ore; in the same level east the lode is 3 ft. wide, turning out 2 tons of ore per fm. Other parts are progressing satisfactorily.

WEST CRINNIS AND REGENT UNITED.—J. Webb, Aug. 19: We are clearing out rubbish and repairing broken timber in the 70 since draining the same. A few days longer will be required to ascertain how far this level is extended; we have already cleared 5 fms. east, and find 30 fms. of orey ground up and down this level. We have cleared the 60 to the east end, but not to the west end; when these levels are all cleared out, I will send you a tracing of the dialing, that you may add to the plan. We have commenced to cross-cut in the 70, towards Bell's lode. The engine-shaft, under the engine, is being pushed down with all speed; we want to communicate this to the 40 as soon as possible, to bring back the top plunger to that shaft. The ground continues much the same in the 40 cross-cut. I have nothing new to notice in the stoping or tribute department. Our (computed) 100 tons of copper ore weighed off 109 tons 18 cwts.

WEST GRENVILLE.—J. Vivian, S. Berryman, Aug. 14: The lode in the adit end west continues fully as good as reported on yesterday; it is now worth over 5l. per fm. We are progressing favourably with the new shaft, and hope ere long to send you some very good news.

— S. Berryman, Aug. 19: The lode in the adit end west is worth from 12l. to 15l. per fm., and likely to improve.

WEST HAWKMOOR.—J. Richards, Aug. 16: The ground is favourable for driving west, and the lode is producing some good work for copper; the indications in the present end are quite enough to warrant improvement as we get nearer the cross-course; we are driving this end by six men.

WEST ROSEWARNE.—W. Richards, Aug. 13: The 50 is being driven east, by six men, at 3l. 10s. per fm.; lode 3 ft. wide, composed of spar, mundic, and stones of copper ore; the south branch has not yet fallen in. The 50 west, on north lode, is being driven by four men, at 4l. 10s. per fm.; lode 2 feet wide, with occasional stones of copper ore. The winze below the 30 is being sunk by six men, at 6l. per fathom; lode 5 feet wide, but not so good for tin as it was. We expect to hole to the 50 in a fortnight.

WEST SHARP TOR.—W. Richards, Aug. 16: The ground at Morris's engine-shaft is a little improved for sinking; no lode taken down in the past week. The small piece of lode taken down in the past week in the 110 west is composed of quartz, iron, mundic, and a little grey ore; the ground north of the lode is elvan, and a little more jointy than it has been. The part of the lode being cut into in the cross-cut, north of the new shaft, is chiefly hard quartz and iron; the water is continuing equally strong. There is no change in the ground at the new shaft.

WEST TOLVADDEN.—Paul Rabey, Aug. 14: This mine is situated on the western side of Penzance Bay, and nearly magnetic west of the Cornish Mount. In the part of the surface laid open near the sea shore I observed several lodes and branches, varying in width from 8 in. to 3 ft., every one containing more or less copper ore, with gossan, quartz, mundic, &c.: every fissure is full of mineral. On one of the lodes, called Tolvadden lode, there is a shaft sunk 20 fms. In the west end of the shaft the lode is from 6 to 18 in. wide, composed of quartz, peach, mundic, and yellow copper ore; it is of the same character in the east end of the shaft, where it has been stoped in several places for copper ore. The 20 east extends 4 fms. from the shaft; in the back of this level the lode is from 1 to 1½ ft. wide, composed of quartz, peach, and mundic, with a branch of copper ore 8 in. wide, of the first quality. A hole was blasted in this end while I was in the mine, and the stones of copper ore sent to the surface. Had they been at Wheal Seton I should have thought they were broken from our great lode. In the west end the lode is of the same character; a hole was bored on the north of the lode and blasted, and large stones of copper ore and mundic broken therefrom. The lode, or branch, appears to be going down to the north of the shaft. I should advise the sinking of the shaft 40 fathoms deeper, which will intersect the foot of the granite hill, where there is every reason to expect large quantities of copper ore may be raised. Witness Wheal Buller, North Basset, West Basset, East Basset, also the discoveries made this month in Copper Hill Mine, at the junction of the granite, and there is every reason to believe this mine will prove productive at the junction also.

WEST WHEAL TREVELYAN.—J. D. Osborn, Aug. 14: Carter's engine-shaft is sunk 2 fms. 4 ft. below the 10, in a fine blue killas, and perfectly dry. The 10, driving east on Park lode, is driven 2 fms., lode disordered by a cross-lode cut to-day; the last taking down produced some good spots of malleable and green carbonate of copper ore. The western end is driven 2 fms. by the side of the lode; no lode taken down this week. The adit level, driving west on Park lode, was commenced to cut through this week, and is driven in about 4 ft., in which we have cut some nice string of grey ore, intermixed with mundic, quartz, and iron. The engine is working well, keeping the water to the 28.

WHEAL ADDAMS.—R. Moore, Aug. 18: At the new engine-shaft we have opened and secured the same more than 40 fms. deep, but have not as yet seen the plat; but the foul air is coming away from below, which shows we are approaching some large excavations. I hope it will not be very long before we get through the run. The trial shaft is holed to the 18, but will require another week to finish the shaft and cut a plat. The air is very bad throughout the mine, owing to the closeness of the atmosphere; however, this will not continue long, as we shall soon remove some attle, which now prevents the air from circulating. The tribute pitches are the same as last reported. I am now clearing the 28 south, in order to get a communication to the south engine-shaft by a rise from the 40. Shortly I intend to drive a cross-cut, west from this level, to reach that shoot of copper and silver ore similar to the sample sent. Could we get away the attle, I believe we could soon make several important discoveries, and lay open profitable ground for copper and lead.

WHEAL AGAR.—W. Roberts, Aug. 17: In the 50, east of Winstow's shaft, the lode is 2 ft. wide, producing 3 tons of ore per fm. In the 50, east of the eastern shaft, the lode is 1½ ft. wide, turning out 1½ ton per fm.

WHEAL ARTHUR.—T. Carpenter, Aug. 16: The flat-rod shaft is sinking by nine men, at 18l. per fathom; it will occupy some months to reach the 40, cut plat and cross-cut to the lodes, as the ground is harder than it was upwards. We are not driving any levels on any of the lodes in the western part of the mine, as all are poor. In the adit cross-cut south 43 feet have been driven during the past fortnight, but still no signs of any lode. In the eastern mine, the stopes in back of the 20, and bottom of the 14, east on old lode, continues to yield only a little ore; the cross-cuts are going on well, without change since last report. The adit west on north lode is large and kindly, containing stones of ore occasionally.

WHEAL CHARLOTTE.—B. Gundry, F. Hosking, Aug. 14: The 60 cross-cut from the engine-shaft to south lode is driven about 15 ft.; the ground is changed for the better the last 3 ft. driving; we have about 14 fms. to drive to cut the south lode. The 50, west of engine-shaft, on the south lode, is at present unproductive. The 40, west of engine-shaft, on south lode, is improved, and producing about 1 ton of ore per fathom. The 40, driving east from Trevelyan's shaft, on south lode, is producing about 1½ ton of ore per fathom. The 40, west of Trevelyan's shaft, on the south lode, is producing about 2 tons per fathom, worth about 8l. per ton. The stopes in back of the 40, on south lode, opposite Trevelyan's shaft, are looking well, worth 15l. per fathom; stoping at 45s. per fathom. The winze sinking below the 30, west of Trevelyan's, about 25 fms. and 7 fms. below said level, is worth 18l. per fathom; ore of improved quality. The tribute department is just as usual.

WHEAL EDWARD.—M. H. East, Aug. 14: North Lode: No. 7 winze has been cleared up, and about 3 feet have been sunk during the week; the lode in which is about 3½ ft. wide, and worth 25l. per fm. In the 71 west we are driving by the side of the lode. In the 52 west the lode is about 2½ ft. wide, composed of capel, spar, mundic, and spots of ore, and looks promising.—South Lode: The lode in the 71 east is worth 2 tons of ore per fm., and in the same level, west of Beer's winze, the lode is worth 2½ tons per fm.; both these ends are disordered by the influence of the cross-course, and we expect to hole about the middle part of next week. In the 71 west the horse of killas is worn out, and the lode is now about 4 feet wide, composed of capel, spar, mundic, and copper ore—a very promising lode. The lode in Siceman's winze, sinking below the 61 west, is worth 23l. per fm. The lode in Thomas's stope, in back of the 61 east, is worth 16l. per fm., and in the winze sinking below the 50 east the lode is worth 20l. per fm. Other parts are without alteration.

— M. H. East, August 19: South Lode: The 71 fathom level east is communicated with the drivage west of Beer's winze. The 61 east will be resumed driving next week. The lode in the winze sinking below the 50 east is improved, now worth for the length carried, 9 feet, 30l. per fathom, and the same remark will equally apply to No. 7 winze, which is now being sunk below the 71, east on the north lode. No other change of importance.

WHEAL EMMA.—Jehu Hitchins, Aug. 18: At the last meeting (April 28) the adventurers were informed that it was decided for reasons then set forth to apply the Brook Mine wheel to pumping the water out of Wheal Emma, and that the work was in progress, and expected to be completed by the time named, the middle of May, which I beg to say was the case, and which in every respect works well, and does great credit to Capt. Goldsworthy and Mr. Knight, both of whom were most assiduous in their exertions to do the work well and in time, which was effected. This work, as was expected, has been attended with a great expense, but taking into account that this was the only available alternative to letting the mine fill with water, in which case there is more than a probability that the levels and pitches would fill and run together, to rectify which would be attended with an expense that I cannot calculate the extent directly or indirectly, in money as well as time, whereas now the mine is clear, and in good working condition, and no fear of interruption for want of power for some time to come. We are sinking the engine-shaft, which is about 3½ fms. below the 46, in a good kindly killas on the flookan part of the lode. The 46 ends are driving east and west in the latter direction; we are about 28 fms. from shaft for almost the whole distance. In No. 7 winze the backs will set on tribute, but beyond this the lode is not so good, and the ground has been rather hard, still not without ore, but not enough to value. Lately both ground and lode seem to promise an improvement, and as there is a strong and kindly lode, and the ore ground in the 34 extended some distance west of this, we expect an improvement as we advance here. The 46 east is now 10 fms. in, and for the last 3½ fms. from the point where the south part of the lode was cut into, it has increased from a large kindly appearance, with mundic, spar, and a little good ore, gradually up to its present size of full 10 ft. wide, and value of 5 tons to the fathom, the leader of which is 3 ft. wide, with strong hard yellow copper ore of good quality, east in the bottom, from which there is now a fine pile on the floors, and the last hauled is the best work. The 34 and 22 have also been driven, but are now discontinued, the former to put out a cross-cut south, in which nothing of notice has yet been met with, and the latter has not been sufficiently promising to pursue for the present, as the deeper levels will prove the lode in this direction better. A cross-cut also at the adit level has been driven a little way without any good result. During the time the altering the shaft was in progress the tribute pitches were continued, and our returns for the last four months have been 21l. tons; and although until the ore cut in the 46 east was met with our discoveries were not what we could wish, yet from the accumulation of halvans, our slimes and residue of ore ground, our reserves are not very much diminished, and by next meeting I hope to show a very different return. This month we have nine pitches set, which will yield little short of the preceding months. The dressing goes on well. A stamps of 8 heads, as well as the drawing machine, have been attached to the late engine-wheel, both of which work in the same complete manner as the other work done by the same hand, and there has also been added another shaking table to dress the slimes, on the same plan as the first, which has been much approved, so that these, with the round buddle now being constructed, we expect to make returns of halvan ores to some good extent. The machinery and apparatus now on the mine were never so complete; and I would beg to state it as my conviction that had not the expedient of applying Brookwood wheel as we have, the mine would now be full of water, and instead of shareholders congratulating themselves upon what I consider a really good discovery, it would at best have cost a deal not only of cash but time to discover (if ever it were seen), and which discovery justifies me in stating that the present prospects are most cheering. The ground plan and section of the levels, shafts, and workings are submitted to show the position of the pitches, ore ground, &c.

— W. Goldsworthy, Aug. 12: Since inspecting the mine yesterday with Mr. Hitchins, I am glad to state that a further improvement has taken place in the 46 east, the orey part, then reported 3 ft. wide, having increased in the bottom of the end to nearly 4 ft. The gradual improvement from day to day going in the direction of the great cross-course in Brookwood sett is highly satisfactory, in which direction there are yet 70 fms. on the course of the lode before we reach the Wheal Emma boundary. I am also looking for improvement from day to day at this level west, as the ground is easier, and the lode producing more ore in the bottom of the end. There is no change in any other part of the mine.

WHEAL EXMOUTH.—W. Skewis, J. Nicholls, J. Rodda, Aug. 18: Saturday last being our general setting, the following bargains were set:—The 60 north to drive by eight men, at 4l. per fm.; the lode here for the present is rather disordered, or split in branches, some of which are spotted with ore, and from the improved state of the ground we believe that a good lode will be found here shortly; some few fathoms behind this end we have set a cross-cut to drive west by two men, at 5l. 10s. per fm., to cut through the quartzose lode, which is at present spotted with lead, but not sufficient to value. The rise in back of this level is set to two men, at 2l. 10s. per fm.; the lode here will produce about 3 cwts. of lead ore per fm.; the rise in back of this level, over Porter's cross-cut, is set to six men, at 3l. 7s. 6d. per fm., and will yield about 4 cwts. of ore per fm.; the south end in this level is set to two men, at 2l. 15s. per fm. (on the western lode), worth 3 cwts. of ore per fm. The 40 north, on the east lode, is set to six men, at 3l. 15s. per fm., and yielding full 1½ ton of ore per fm.; the stopes in back of this level are as follows:—No. 1, six men, at 3l. per fm., worth 10 cwts. of ore per fm.; No. 2, six men, at 2l. 17s. per fm., worth 1 ton per fm.; the winze sinking in bottom of this level south of Porter's cross-cut, on the barytes lode, is set to two men, at 5l. per fm., worth 3 cwts. of ore per fm.; the south end in this level, on same lode, is set to two men, at 4l. 5s. per fm., producing stones of ore, but not enough to value. The 30 north is for the present suspended, and the back let on tribute, which varies from 3l. to 3l. 15s. per ton. The cross-cut east in the 20 north is set at 16l. per fm., to cut the flookan; the rise in back of the 20 south is set to two men, at 1l. 15s. per fm., producing saving work. The 10 south is being driven by four men, at 1l. 15s. per fm., yielding from 3 to 5 cwts. of ore per fm.; the 10 cross-cut east is set to two men, at 1l. per fm., and has passed through several branches which will set on tribute. The adit south is set to two men, at 1l. 10s. per fm., worth 10 cwts. of ore per fm. The cross-cut east, north of main adit cross-cut, has intersected some small branches of lead ore, but not sufficient to value—set to two men, at 2l. 5s. per fm. The rise in back of the shallow adit is set to two men, at 1l. 10s. per fm., saving work. All the machinery, together with the dressing department, is in good working condition.

WHEAL GRENVILLE.—G. R. Odgers, Aug. 14: We have taken down the lode in the engine-shaft sinking below the 66, which will average full 2 ft. wide. I do not see much alteration from the last taking down; the lode is composed of black, grey, yellow ore, and mundic, with the green carbonate embedded in gossan, peach, and quartz; there is a little granite mixed with the lode in the western end of the shaft, which we expect will shortly wear out. In the eastern end there is an orey lode; altogether, I should say it is producing about the same quantity as was stated when it was last taken down. The lode in the rise above the 66, east of the shaft, is about 12 in. wide, principally of quartz and gossan. In the western end, same level, we think the lode is beginning to get a little larger, it is alive for ore, and showing a rather promising appearance. In the 54 west the ground is a little more stiffer than it was, and the lode is also presenting a better appearance, it being composed of a very nice looking spar, with spots of mundic, &c. We have heaved the boiler in its place at the Newton engine, and the masons will commence next week to build the house.

WHEAL HARRIETT.—S. Williams, Aug. 14: The ground in the 100 cross-cut, south from engine-shaft, is not so easy for driving as last reported. The lode in the 90 east is 3 ft. wide, of a promising appearance. The lode in the winze sinking below the 74 continues to look well; worth for the length of the winze (12 feet) full 100l. per fm. The lode in the stopes over this winze is worth for copper ore 30l. per fm. The lode in the 74 end is 1 ft. wide, producing 1 ton of ore per fm. The lode in the deep adit end, east from eastern shaft, is 1½ ft. wide, producing good stones of tin and copper ore.

WHEAL HENRY (Helvellyn).—J. Muse, August 18: The ore is much improved in our upper level since I was at Leeds; I am glad to say they have there got some nice samples of ore again in the end, so shall push it on. The rock in the new level is much impregnated with ore; I expect we have something there which will set all our wheels in motion.

WHEAL MARGERY.—J. Tregoning, Aug. 18: At Wellesley's engine-shaft the lode is 4 feet wide, worth 25l. per fm. In the 80, east of American shaft, the lode is worth 8l.; in the 80, west of ditto, 6l.; in the 70 east, 4l.; No. 1 winze, in this level, 8l.; and in the 70 west worth 12l. per fm. for copper. The 60 and 50 fm. levels are not producing much ore. The pitches are looking just as usual.

WHEAL MARY EMMA CONSOLS.—J. Hampton, Aug. 5: The sett, which is large, embraces many lodes and cross-courses, and the junction of granite and killas exists in it, and takes place exactly in the brook or valley, which carries a stream of water quite large enough to work all requisite machinery for the development of the mine to any depth. Another good thing at surface is, there is sufficient fall to erect any number of wheels without dividing the stream, as the whole of the water would run over each successive wheel. You have one good wheel already erected on a pit, 40 ft. high by 3 ft. breast, with an eight-head stamps attached to it. The dressing-floors and railroads are good, and well adapted for the exigences of the mine. At the foot of the valley, and by the side of the water, there is an adit driven into each hill. I first proceeded in the eastern adit; it is extended some distance on a lode which produced tin, and as a proof that the lode is productive, the backs are taken away nearly up through to surface. In bottom of the level or adit a winze is being sunk, and is near 3 fms. deep. At first the lode was tin, like the back, but latterly copper has superseded tin, and the lode is decidedly improving going down. Having left this place, I was taken into the western adit, which is on another lode, and driven into the hill from 40 to 50 fms. Here also the back is taken away up near the surface for very many fathoms in length for tin, which is the best indication than can be given of the lode being productive. Underneath the excavated backs sinks have been made, and as far as I can judge they have reached the top of shoots of tin; indeed, there can be no doubt of this. A very fine stone of tin was taken out while it was on the spot. I have no hesitation in stating that as soon as these sinks are drained by a level below them you would be in a position to pay cost, and to make profitable returns as the mine progresses. In order that the adit should be drained an engine-shaft is indispensible, but by sinking it 10 or 12 fms. this object could be accomplished, and the wheel already spoken of could pump and draw; and as soon as it is practicable, after the shaft is down, you could cross-cut to three or four lodes, which are only a few fathoms apart. There is one interesting and, I think, striking feature here, and that is these four lodes run at different bearings, and at various underlies. One of the middle lodes is nearly vertical, and the underlay of the side lode is fast towards it, so that in the eastern hill, at no great distance from the valley, and also at a shallow depth, the lodes converge to a point and form one body, the result of which will doubtless be found (judging from analogy) a great deposit of mineral. I might write a much longer report, but think it unnecessary. You should sink the engine-shaft at once. The engine is erected and the water brought in, and the mine can be developed and, I believe, brought into a profitable state of working with comparatively little outlay, and in a short time. Taking into consideration the inestimable advantages of ample water power for every contingency, coupled with the quick and inexpensive way in which the mine can be proved, and doubtless made profitable, you have a mine possessing all the elements of success, and one, in my opinion, that warrants the belief that the shareholders will be rewarded for their outlay at no very distant period.

WHEAL MAUDLIN.—Wm. Tregay, Aug. 17: There is an improvement in the east end.—South Mine: The lode is producing pretty spots of rich black ore. No other change.

WHEAL TEHIDY.—D. Lanksbury, Aug. 18: Our tutwork setting was last Friday, when the following bargains were set:—The 70 fm. level to drive south from the engine-shaft, by six men, at 10l. per fm. The 60 to drive south from the engine-shaft, by six men, at 9l. per fm. The 60 to drive west on the caunter lode, by four men, at 5l. 10s. per fm. The 60 to drive east on the caunter lode, by four men, at 5l. 10s. per fm. The 60 to drive north from the north lode, by six men, at 10l. per fm. A winze in the 50, east from the engine-shaft, on the caunter, by four men, at 6l. per fm. A rise in the back of the 50, on the caunter, against Bull's shaft, by four men, at 6l. per fm. There is little alteration to notice in the levels driving on the lodes for the last week.

WHEAL TREBARVAH.—B. Gundry, F. Hosking, Aug. 17: The 70 is driven east of the flat-rod shaft 17 fms.; the lode is 1 ft. wide, producing good ore, and letting out more water than usual, which looks favourable for draining the ground in the bottom of the 60. The 70 is driven west from flat-rod shaft 9 fms. The lode in this end is 18 in. wide, and worth about 20l. per fm. We have commenced driving the 40 west from flat-rod shaft; the lode is 1 ft. wide, composed of quartz, blende, and mundic. No level has been driven west from flat-rod shaft for any distance but the 20, and that level having gone over some kindly ground, it is necessary to push this piece of ground west, particularly now we find the lode looking so well in the 70 west. We have also set the cross-cut to drive east of engine-shaft, on the cross lode towards the old mine at the 60, which will come in under the principal ore ground full 30 fms. We have set the 60 to drive west from the engine-shaft; we have about 15 fms. to hole, which will relieve our flat-rods of 10 fms. of water. We have also employed two men to clear the old mine adit; this, with driving the cross-cut at the 60, will, we hope, soon get the old mine dry.

WHEAL TRELAWNY.—W. Bryant, W. Jenkin, Aug. 19: Smith's shaftsmen are progressing satisfactorily in cutting the plat at the 152. The lode in the 142, north of this shaft, is 3 ft. wide, worth 20l. per fathom. In the same level south we have met with the large slide seen in the upper levels. The lode in the 132 north is 3 ft. wide, worth 12l. per fathom. The 132 south end is suspended for the present, and the men are put to stope the back, where the lode is worth 6l. per fathom. In the 132, south of Chippindale's shaft, the lode is 2 ft. wide, worth 6l. per fathom. In the 120, north of Chippindale's, it is 2 ft. wide, worth 7l. per fathom. In the winze sinking in the bottom of this level it is 2 ft. wide, worth 7l. per fathom.—South Mine: Trelawny's shaft is sunk 5 fms. 2 ft. below the 142. The lode in the 142, south of the shaft, is 2 ft. wide, worth 8l. per fathom; the lode in the north end of this level is still unproductive. In the 130 south the lode is 3 ft. wide, worth 12l. per fathom. In the 170 north it is 2 ft. wide, worth 7l. per fm. The stopes and pitches are producing much as usual.

Wheal Tremayne.—Rich. Williams, J. Williams, Aug. 16: At the boundary engine-shaft, in the 123 cross-cut north, we have intersected Allen's branch, which has a very promising appearance, yielding good stones of tin. The shaftmen are now engaged cutting plat in the same level, and expect to complete the same this week; immediately after we shall be able to extend east on the branch with all speed. In the 113, east of Allen's shaft, on Allen's branch, the branch is disordered by a cross branch home to this point; it is worth 25*l.* per fm. The stopes in the back of the same level, west of shaft, are worth 7*l.* per fm. In the 103, east of the same shaft, on Allen's branch, it is worth 9*l.* per fm.; the stopes in back and bottom of the same level are worth on an average 14*l.* per fm. The stope in bottom of the 73, east of the same shaft, is worth 8*l.* per fm.

Wheal Union.—T. Glanville, Aug. 13: Tutwork Setting: The 40 to drive east of the engine-shaft, on the south lode, by six, at 7*l.* per fm. The 40 to drive west of the engine-shaft, on the south lode, by two men, at 10*l.* per fm. The 30 to drive east of the engine-shaft, on the south lode, by six men, at 10*l.* per fm.; lode worth for tin, 10*l.* per fm. The 30 to drive west of the engine-shaft, on the south lode, by four men, at 7*l.* per fm. The 20 to drive east of the engine-shaft, on the south lode, by four men, at 5*l.* per fm. The 30 to drive west towards the north lode by six men, at 11*l.* per fm. The 20 cross-cut to drive north towards the new shaft by four men, at 7*l.* 10s. per fm. The new shaft to sink by nine men, at 11*l.* per fm.

Wheal Venton.—T. Richards, Aug. 14: The eastern lode is without change. A piece of ground having given way at the engine-shaft below the 30, some of the men have been engaged putting in timber and securing where the ground fell from: but for this hindrance it is probable the old lode would have been intersected.

Wheal Wrey Consols.—P. Clymo, W. Hancock, R. Roskilly, Aug. 19: The engine-shaft is sunk 6 feet under the 74. The lode in the 74 north is 4 feet wide, producing 8 cwts. lead ore per fathom; in the same level south it is 4 feet wide, producing 6 cwts. of lead per fathom. In the 64 north it is 2 feet wide, producing 4 cwts. of lead ore per fathom; in the same level south it is 2½ feet wide, producing 3 cwts. of lead per fathom. In the 54 north it is 2½ feet wide, producing 5 cwts. of lead per fathom; in the same level south it is 2 feet wide, producing 6 cwts. of lead per fathom. In the winze sinking under this level it is 2½ feet wide, producing 8 cwts. of lead per fathom. In the 44 north it is 3 feet wide, producing 3 cwts. of lead per fathom. The stopes and pitches are producing much as usual. We sold, Aug. 6, a parcel of lead ores, computed 37 tons, to Messrs. Sims, Willyams, and Co., at 18*l.* 2s. 6d. per ton.

MINING NOTABILIA.

[EXTRACTS FROM OUR CORRESPONDENCE.]

Redmoor sold, on the 17th inst., 15 tons of lead ore for 191*l.*, being the third sale. It is now 11 months only since the company first commenced operations; and as the mine has been kept so prominently before the public, it may not be amiss to examine how far the prospects held out have been realised. A writer in the Journal of last week aptly remarks that the adage, "As many men so many opinions," is peculiarly true in regard to mining; and whilst "fancy" has so much to do in reporting this will always be the case. In looking at Redmoor, however, and its progress, we can look at facts, which speak for themselves; and we question if in the whole Share List a new company can be found which has done so much in its "first year," or promises better for its "second." The calls made in the 11 months have been two of 1s. each; and the total outlay on the mine, in erecting machinery, doing a great deal of heavy work, and opening out the lodes for future returns, has been 3000*l.* During these, which may be called preliminary works, the lead ores raised and sold have yielded 646*l.* 15s. 2d.; 35 tons of copper raised, and worth 5*l.* per ton, 175*l.*; 10 tons of lead broken this month, worth 150*l.*: making the total returns, 971*l.* 15s. 2d. For the future, an agent having no connection with the company has reported that when the winze sinking on the lead lode from the 20 has been communicated with the rise from the 40, "hundreds of tons of lead can be taken away at a profit." On the Kelly Bray lode also good returns of copper are looked for shortly; and the Holmbush lead lode daily expected to be cut. The meetings of shareholders—and no mine in the county has a better list of adventurers—are held quarterly, and the calls do not exceed 1s. per share. The highest price of the shares has been 10s. each, or 6000*l.* for the mine. Comparisons, as Mrs. Malaprop says, are at all times "odious;" but many mines in the Share List, not making any returns whatever, or having half its prospects, are selling for treble the amount of Redmoor. This is one of the anomalies of mining, and may be accounted for in some measure in two ways—First, the mine being so prominently before the public has been a good "decoy" for the advertising men; and every week shares have been advertised to catch correspondents, and this has had a tendency to keep the price down in the market, for those who, as many do, hold 500 or 1000 each for investment do not job or regard the market price. Another thing is, it is known that if a neighbouring mine were to stop working Redmoor would have to erect pumping machinery. There is no fear, however, of the mine in question stopping; and even if there were, the south lodes of Redmoor, which are even of greater promise than those now worked, would not be affected by the consequent flow of water.

Grambler and St. Aubyn.—The two-monthly sale of ore next week is expected to realise from 1900*l.* to 2000*l.* The last sale was only about 1200*l.* The dividend in November will, therefore, be likely double that to be paid next month. The shaft below the 24 is worth 40*l.* per fm.; the 36 east, 20*l.* to 25*l.*; and the 12 under adit, on the north lode, 40*l.* per fathom.

Tolvadden Mine, about which so much has been said and written unnecessarily, still keeps up its sales of ore, and is likely to do so for some time to come, the lode in the bottom being as productive as it ever has been. This dispute, about which so much noise has been made, may be said to be virtually settled in favour of the Tolvadden adventurers. There can be no doubt a combination has been practised to "bear" the shares of this property; the transfers now being sent in, and which have been made some weeks since, show this to be indisputably the fact. There is little doubt the abettors of such practises will be exposed, and the disgrace recoil on their own heads.

West Tolvadden.—This is certainly a misnomer, as the mine is three miles and a half to the west, and on the other side of Mount's Bay; the lode has been opened on the sea shore, and fine ore cut. The mine was commenced 30 years since by a party of Penzance gentlemen, and was then called Wheal Henry; it is very near the junction of the killas with the granite, and is considered a very promising speculation. At the time of its first working considerable quantities of rich mundic were found; the lode does not bear the least resemblance to the Tolvadden lode, though it is certainly a very good one.

Camborne Vean Mine.—A fine lode is reported to have been cut here in one of the deeper levels, and may be made available quickly.——At North Roskear, a fine lode was cut some time since, but from its being so far from the old works time must elapse ere the full value of it can be tested or estimated. At Great Seton, a cross-cut is being driven to cut this lode. The mines generally about Camborne are not very gay, still there are but few complaints. If the prices of copper and tin keep as at present the mines will do; if, however, a decline takes place the consequences will be serious. Harvest operations have been seriously impeded by a heavy and continuous rain for 36 hours; it has now cleared up, and we hope for continual fine weather again.

West Crinnis and Regent United.—There is a new run of ore ground in the back of the 70 fathom level for 30 fathoms in length. Other shoots of ore have been found since the levels have been drained, and the prospects are very good.

The **Wheal Addams** company have made a very valuable discovery, having cut a branch of ore, a sample of which has been assayed, and found to produce 20 per cent. of fine copper, and 78 ozs. of fine silver to the ton. The ore is worth 35*l.* per ton, and it is anticipated that a large quantity can be raised. The workings of the present month have left a profit of 200*l.*, and when the crusher is got to work the returns will be considerably increased.

West Dolcoath (limited).—On Tuesday last Mr. George Henwood examined this mine, and I believe an elaborate report has been prepared by him thereon for some parties connected with the adventure. I suppose the report will be published in the *Mining Journal*. This mine is better deserving the attention of capitalists than almost any mine in the neighbourhood as a speculative concern. I hope now operations have commenced they will be carried on with vigour. There is no steam-power required, the water-power being sufficient to drain the mine to a great depth. I have been informed that a 36-ft. water-wheel is to be erected forthwith.

At the **United Mines** a great improvement has taken place. The 220 east will produce 11 tons of ore per fm., and no north or south wall. In a winze sinking under the 220 the lode is 7 ft. wide, producing 7 tons per fm. A new winze sinking under the 208 will produce 15 tons of ore per fm.; besides this, at the Wheal Moor part of the mine (which may be said to be quite in its infancy), the lode in the 36 is 10 ft. wide, producing mundic and stones of copper ore, and it is calculated that 200 tons of mundic will be sold monthly; a great deal of ground is being opened, and the prospects here are most cheering. There is little doubt that under this bed there are great courses of copper ore. The old Cornish saying is "that mundic never rides a bad horse."

Great Wheal Vor.—From private letters, we learn that they are now down to the bottom of the old mine, Wheal Vor. In the 273 fathom level they have a splendid course of tin, fully as good as reported by the "old men."

Old Tolgus.—The new lode west, in the 32, is still good; the leader is 16 in. wide, and the ore is richer is quality than when the lode was first intersected. The new lode at the trial shaft is producing some rich ore.

Ting Tang Mine.—This old mine, whose very name suggests the idea of an old Cornish bal, is likely to be resumed. We understand that the company was a Cornish one in the first instance, but applications have been made to join in the speculation from persons residing out of the county. This is by no means a deep though extensive mine: it is situate in the heart of the mining district, and has been unaccountably neglected for many years. One reason probably has been that the sett would not have been granted except to a *bond fide* and powerful company. We know for certain that a considerable majority of shares have been subscribed for on its first introduction. Little difficulty appears to be apprehended of its being launched easily and satisfactorily. We shall shortly be enabled to give the names of some of the principals.

Poyle Glomen.—We have seen a sketch of this property, and from the numerous branches and droppers, all of which are said to contain good branches of lead ore, and forming a junction with the main lode a few fathoms west of their adit level, we have no hesitation in expressing an opinion that this mine will soon become very valuable, and attract the attention of the public, of which it is so well deserving.

North Dolcoath Mine, in the parish of Camborne, seems likely to be the site of one of those great discoveries in mining which are occasionally met with in the best Cornish mining districts. It is situated in a locality which has been the most celebrated and the most remunerative of any part of Cornwall, embracing as it does such mines as Dolcoath, Carn Brea, Tincroft, the Bassets, South Frances, Wheal Buller, West Wheal Seton, North Roskear, and Wheal Seton, with several others that have together given profits to the extent of millions sterling. North Dolcoath embraces, as its name indicates, the north lodes of the celebrated Dolcoath Mine, which were in that mine very rich. The ground extends from the town of Camborne about 800 fathoms west, on a geological formation that has never been known to fail in the other and older mines in proximity to the one referred to, being the strong killas rock found near the granite hills, and traversed by the porphyritic channels of rock known to the Cornish miner as "elvan courses," in connection with which the largest masses of copper in the same district, as well as in other parts of Cornwall, have been found. Two adits have been brought into the ground at a great expense, and on one lode which Capt. C. Thomas, the manager of Dolcoath, has identified as the South Entral lode of Dolcoath, a magnificent gossan, intermixed with green carbonate of copper, and strong yellow copper ore, which is in many places 6 feet in width, has been driven through a distance of over 50 fathoms. This fine sett has recently passed into the possession of a new company, by whom it will be thoroughly developed. The management is placed in the hands of Capt. Joseph Vivian, of North Roskear. A report recently received from the mine states that in a winze being sunk under the shallow adit the cruy part of the lode, composed principally of yellow and black copper (of which it produced 1 ton of ore per fathom) and quartz, is 1½ ft. wide, the other part of the lode, which was over 3 feet in width, being composed of gossan. In such ground as this it is not unreasonable to expect a second Dolcoath, or to meet with another Wheal Buller.

West Tolvadden is well worthy of attention. Within a few feet of the surface a course of rich copper ore was discovered, and now in the 20 fm. level there is a branch of rich ore in the lode fully 8 in. wide. This would be very remarkable if it were not in the Penzance district, where, as is shown by Mr. Bennett in his letter in last week's Journal, it is not uncommon, under certain conditions, to find ore immediately under the gossan. The shaft is between two cross-courses, and about 6 fms. to the west of one of them. The presence of copper, therefore, goes to prove the correctness of the theory (in this locality at least) that to the west of a cross-course is the place to look for deposits of ore. There is every indication that a valuable piece of ore ground will be laid open by the level now being driven east in the 20 towards the cross-course.

Calstock Consols is more than fulfilling the expectations of its most sanguine friends, and is opening up splendidly. The lode in the shaft, west of cross-course, is worth from 20*l.* to 30*l.* per fm. The 24 end is producing full 10 tons per fm. The lode in the winze 7 tons per fm. They will sample the week after next 150 tons of good quality ore, which has been obtained from the winze and drivings only.

Old Tolgus United.—The shaft on new south lode yields good work for ore and blende; the 32 east, on south lode, fair average work; and the 32 west 5 tons of ore per fm., 1 foot solid, and of superior quality. The caunter lode, east and west, is opening out well and productive both east and west of the new south lode, and also east and west of engine lode. The engine lode, in the 32 west, is worth 10*l.* per fathom.

The Park Lead Mines (Minera, near Wrexham) are situated about half a mile south of the Minera Mines, and the principal vein is nearly parallel with the Minera main vein. It was discovered about forty years ago, and in nine years working produced upwards of 15,000 tons of lead ore, and several thousand tons of zinc ores, from the proceeds of which 160,000*l.* was divided between the fortunate shareholders; but after working the mine to the boundary of their take it was abandoned, owing to a powerful company having taken a lease of the whole of the Minera Mountain, extending over about 3000 acres of mineral ground, and a deep level was commenced in the Minera Valley, with the intention of driving it to intersect the Park vein, about half a mile east of the end of the working; but after driving about 1200 yards on the level, which cost yearly 13,000*l.*, about 10,000*l.* of which was paid by the Marquis of Westminster, owing to the then low price of lead ore, and the death of one of the principal shareholders, the driving of this level was discontinued, with the intention of resuming operations at some future time, which, however, was not done, and there remain about 270 yards more to drive this level to intersect the Park vein. On the expiration of the old lease, about ten years ago, the present company had the old mines granted to them on very favourable conditions, with an extension of ground on the course of the vein eastward, of upwards of one mile in length, all of which has not been worked, and after a considerable expense have succeeded in making some valuable discoveries of lead ore to the east of the old works, out of which about 1000 tons of lead ore have been raised, and a considerable quantity remains to be got. The influx of water has, however, for the present interfered with the progress of the work; and for the purpose of erecting pumping machinery and sinking a new engine-shaft about 250 fms. east of the present end of the works, and near the junction of a large cross vein, called the Hafod cross vein, the mind has been subdivided into 1024 shares, all of which have been taken, and are valued at from 15*l.* to 17*l.* per share. The vein in the end of the 90, in the extreme east end of the mine, is at present 3 ft. wide, and produces 3 tons of lead ore to the fm.; and when this level has been extended to the junction of the Hafod cross vein, and the new engine-shaft sunk, it is confidently expected that the returns of lead ore will exceed the returns from the part worked out on the west end of this mine, which was from 250 to 300 tons of lead ore per month, and at one time 1200 tons were raised in three months, or 400 tons per month. This is one of the most important trials on the mountain, and it is to be hoped that it will equal the expectations of the proprietors.

A desperate attempt was made one night last week to rob the countinghouse of the Boiling Well Mine. It was the pay day, the fact of which the villain must have known, as considerable sums are frequently left in the possession of the captain, who with part of his family reside on the premises. The captain having some business at Hayle went thither in the evening, accompanied by his daughter. The fellow must have watched them out of the house, as he soon afterwards attempted the burgulary; the son-in-law of the captain was, however, up stairs, when, hearing a sound as if the door was being forced by a crowbar or jemmy, he crept silently down stairs and loaded a gun which is kept on the premises. As soon as the fellow had effected an entrance he was challenged by the youth to stand or he would shoot him on the spot; the man, however, ran off, on which the young man fired at him when at about 50 yards distance, after frequently shouting to him to stop. The fellow must have received the charge, as he uttered a piercing scream and leaped four feet into the air, he, however, escaped. Though not yet discovered, little doubt exists but he will be detected. In so secluded a situation he little expected so warm a reception. Had he entered as he expected it would have availed little, as Captain Delbridge had taken the precaution to carry the money with him.

Lunar Rainbow.—On returning from the Providence Mines, on the evening of the 18th instant, I observed a splendid example of this rare phenomenon in descending the hill near St. Ives. I was in the best possible position to enjoy the scene, the arc was perfect, the moon being low gave the radius an altitude of full 38°; the colours were well defined though, of course, not so brilliant as sunshine. The spectacle lasted about a quarter of an hour, and attracted considerable attention. The evening had previously been fine, and numbers of people were out walking to enjoy the close of a sultry day, to whom the sight was as interesting as it was novel.—Giro.

Fatal Accident at Great Wheal Busy.—On Tuesday, as a young man named Hancock was descending the engine-shaft, a stone fell from above and struck him on the head, killing him on the spot.

Share Dealing.—At the Secondaries Court, on Wednesday, in the cause Pike *v.* Pryor, Mr. Hancock (Hancock and Sharp) appeared for plaintiff, and stated that the action was brought by plaintiff, a mining broker in London, against the defendant, Francis Pryor, mining agent, Redruth; and the declaration alleged that plaintiff, in April last, agreed to transfer to defendant eight Stray Park shares, in consideration that defendant would transfer to plaintiff eight Cook's Kitchen shares—that plaintiff had transferred the Stray Park shares, but defendant had not transferred the Cook's Kitchen shares to plaintiff, the transfer given by defendant to plaintiff being returned, defendant having no Cook's Kitchen shares in his name; and plaintiff claimed as damages the sum of 50*l.*, the market value of the eight Cook's Kitchen shares. The defendant, by allowing judgment by default, admitted the allegations in the plaintiff's declaration to be true, and the only question was the amount of damages to be awarded, which he should prove to be 5*l.* Plaintiff's attorney also stated he had been informed that defendant had, within the last day or two, transferred into plaintiff's name the eight Cook's Kitchen shares, but that fact would not prevent plaintiff recovering in the action, but might, perhaps, be the means of an arrangement being come to. The plaintiff was examined, and proved the market value of the shares, and that he had recently sold them at 8¼. Mr. Secondary Potter summed up, and stated plaintiff's attorney had correctly stated the effect of defendant allowing judgment by default, and also that defendant having recently transferred the shares having nothing to do with the enquiry, the simple question was one of damages. The jury immediately returned a verdict for the plaintiff for 50*l.*

THE BRITISH ASSOCIATION FOR THE ADVANCEMENT OF SCIENCE.

The twenty-eighth meeting of the British Association for the Advancement of Science will commence in Leeds on Wednesday, Sept. 22, 1858, under the presidency of Richard Owen, M.D., D.C.L., V.P.R.S., &c.

The general committee will meet on Wednesday, Sept. 22, at 1 P.M., for the election of sectional officers, and the dispatch of business usually brought before that body. On this occasion there will be presented the report of the council, embodying their proceedings during the past year. The general committee will meet afterwards by adjournment.

The first general meeting will be held on Wednesday, Sept. 22, at 8 P.M., when the President will deliver an address: the concluding meeting on Wednesday, Sept. 29, at 3 P.M., when the association will be adjourned to its next place of meeting.

At the evening meetings, which will take place at 8 P.M., discourses on certain branches of science will be delivered, and opportunity afforded for general conversation among the members.

The committees of sections will meet daily from Thursday to Wednesday, at 10 precisely; and the sections will meet daily, from Thursday to Tuesday, at 11 precisely.

Notices of communications intended to be read to the association, accompanied by a statement whether the author will be present or not, may be addressed to John Phillips, M.A. LL.D., F.R.S., assistant general secretary, Magdalen Bridge, Oxford; or to the Rev. T. Hincks, W. Sykes Ward, and T. Wilson, local secretaries, Leeds.

Acadian Charcoal Iron Company.—From our correspondent at Liverpool we hear of the regular arrivals of the iron manufactured by this company; and we were glad to perceive that General Sir Wm. Fenwick Williams was to be presented at Halifax, N. S., with a sword of honour, manufactured from the Acadian Company's steel. It will be in the remembrance of our readers that the Legislature of that country have also voted the sum of 100*l.*, for the purpose of presenting Sir John Inglis, K.C.B., who as well as Sir Fenwick Williams is a native of Nova Scotia, with a sword, which is being made by Messrs. Hunt and Roskell, of Bond-street, also from the Acadian steel.

Mr. Wm. Thorburn, late of the Workington Hematite Ironworks, has been appointed manager of the new smelting furnaces constructing at Seaham by the Marchioness of Londonderry.

The New Government Mine Inspector.—Mr. H. J. Longridge, of Barrington Collieries, the gentleman recently appointed Inspector for South Staffordshire, opened the mines of Heraclea, on the coast of the Black Sea, which were so useful to the Allies during the war in the Crimea.

The Usk Side Iron-Works.—On the application of Messrs. Bates and Powell, a decree was given by the Lord Chancellor at Malvern Wells, on Wednesday, appointing Messrs. James and Steele receivers, if Mr. Bates consent to such appointment, or, if he decline them, Messrs. May, C.E., and Steele, but no sale is to take place of the stock in trade, machinery, goods, chattels, and effects, further than may be necessary to carry on the business, without the further order of the Court. The effect of this decree is, that the works employing some 200 hands, all of whom have been out of employ for the past four weeks, will resume operations on Monday.

North Wales Mining Districts.—There is a decided improvement in the coal trade in the Ruabon and Wrexham districts, and exceedingly strong hopes are expressed by many of the proprietors that the improvement is likely to be permanent. The iron trade, however, is extremely dull at all the works, except those at Acrefair. We are informed that a new manufactory is about to be erected at the South Sea, near Brymbo, for the purpose of making fuses to be used in blasting operations. The works are to be carried on by a Birmingham company, and they are expected to employ a very considerable number of men.

South Wales District.—The letters of our esteemed correspondent, Capt. Matthew Francis, and others, on this subject, do not appear to have been produced in vain. We have seen a "private circulation only" prospectus of a new series of mines in Merionethshire, just on the borders of Cardiganshire. Seeing the prospectus is as yet in embryo, or that the company decline making it public, we refrain from further allusion; probably the prospectus may find its way into our pages, when the list of names appended to the reports will be a guarantee of the genuineness of the speculation, and it will then be a proper time for us to publish our own views on the subject. It is intended to work for silver-lead, copper, and blende. We may, in the meantime, remark the dues are 1-18th, unusually low for Welsh mines, when they frequently are as high as 1-8th.

The Mining Market; Prices of Metals, Ores, &c.

METAL MARKET—London, Aug. 20, 1858.

COPPER.	£	s.	d.
Copper wire .....p. lb.	0	1	1⅝–1 2
ditto tubes ..... „	0	1	2¼–1 2⅛
Sheathing & bolts .. „	0	1	0 —
Bottoms ..... „	0	1	0⅛–1 1
Old (Exchange) .... „	0	0	10½– —
Best selected....p. ton	110	10	0– —
Tough cake..... „	107	10	0– —
Tile ..... „	107	10	0– —
South American.. „	100	0	0– —
IRON.	Per Ton.		
Bars, Welsh, in London..	7	0	0– —
Ditto, to arrive	6	10	0– 6 15 0
Nail rods	7	10	0– —
„ Stafford. in London	8	0	0– 9 0 0
Bars ditto	8	10	0– 9 10 0
Hoops ditto	9	5	0– 9 15 0
Sheets, single	9	10	0–10 10 0
Pig, No. 1, in Wales ..	3	15	0– 4 15 0
Refined metal, ditto....	4	10	0– 5 5 0
Bars, common, ditto....	5	17	6– 6 0 0
Ditto, railway, ditto ..	6	5	0– —
Ditto, Swed. in London.	12	15	0–15 0 0
In stock to arrive....	—	—	— —
Pig, No. 1, in Clyde....	2	14	0– 2 15 0
Ditto, in Tyne & Tees..	2	19	6– 3 2 6
Ditto, forge.....	2	17	6– —
Staffordshire Forge Pig.	4	10	0– 5 0 0
Welsh Forge Pig	3	0	0– 3 5 0
LEAD.			
English Pig	21	0	0–22 0 0
Ditto sheet	22	5	0– —
Ditto red lead	24	0	0– —
Ditto white	27	0	0–30 0 0
Ditto patent shot	25	10	0– —
Spanish	20	0	0–20 10 0
American	none.		

SHEATHING.	Per lb.
Sheets	10¼d.–11¼d.
Wire	10¾d.–11d.
Tubes	12¼d.–13d.
FOREIGN STEEL.	Per Ton. none.
Swedish, in kegs (rolled)	
„ (hammered).	20 10 0– —
Ditto, in faggots	22 0 0– —
English, Spring	18 0 0–23 0 0
QUICKSILVER .....p. lb.	0 1 11– 2 0
SPELTER.	Per Ton.
Foreign	25 0 0–24 0 0
To arrive	23 10 0–23 12 6
ZINC.	
In sheets	30 0 0– —
TIN.	
English, blocks 118	0 0– —
Ditto, Bars (in barrels)..119	0 0– —
Ditto, Refined 121	0 0– —
Banca 116	0 0– —
Straits 114	0 0–115 0
TIN-PLATES.*	
IC Charcoal, 1st qua. p. bx.	1 12 0– 1 15 0
IX Ditto 1st quality „	1 18 0– 2 1 0
IC Ditto 2d quality „	1 10 0– 1 11 0
IX Ditto 2d quality „	1 16 0– 1 17 0
IC Coke ..... „	1 5 6– 1 6 0
IX Ditto..... „	1 11 6– 1 12 0
Canada plates ....p. ton	15 0 0–15 5 0
In London; 20s. less at the works.	
Yellow Metal Sheathing..p. lb.	10d.– —
Wetterstedt's Pat. Met. ..p. cwt.	2 2 0
Indian Charcoal Pigs in London	— – 7 10 0

* At the works, 1s. to 1s. 6d. per box less.

Remarks.—A fair amount of business has been transacted in our market, and prices for the most part have been maintained. Although the condition of metals generally may be considered good, yet it is not unlikely that lower prices will have to be accepted in some instances before anything like an active demand springs up.

Copper.—Orders for shipment have been extremely limited, and merchants are now beginning to anticipate some alteration in current rates. Smelters have doubtless been getting in stock for some time past, and will, no doubt, endeavour to keep up prices; but even if fixed rates were reduced, the orders at present in our market are not considerable, and some time would elapse ere the benefit would be gained, unless speculators were to look upon prices favourably, and buy largely in anticipation of a strong demand setting in and driving prices up again.

Iron.—Rails have been in better request, and makers are now less anxious to sell at late prices; a few orders have been put in hand at higher rates, and the lowest quotations that at present can be obtained for ordinary section is 6*l.* 5s. to 6*l.* 7s. 6d. per ton, f.o.b. in Wales. Merchant bars are also quoted slightly higher, and ironmasters mostly report themselves full, at 5*l.* 15s. at the works. Staffordshire descriptions are not altered, prices continue much about the same as last. Scotch pigs are firm, m.n. quoted on 'Change to-day at 55s. 6d. With the exception of slight fluctuations from 3d. to 6d. per ton, nothing has occurred to interfere with the firmness of the market; the tendency is favourable to a futher advance.

Lead.—Sellers are firm at previous quotations, and the market closes steady for all kinds.

Spelter.—The transactions during the week have been small, and the prices are easier; purchases can now be effected at 23*l.* 10s. per ton, ex ship for arrival. The market is quite against the continuance of present prices; with a heavy stock and a limited enquiry there seems no help for sellers in maintaining quotations, and however much it may be against their wish to concede, it seems ominous that further reduction must ensue.

Tin.—In English there is but a very quiet market; prices remain as inserted in last week's Journal. Straits has realised 114*l.* cash, and is quoted 115*l.*, three months prompt, East Indian conditions. Banca, 116*l.* (nominal), the market closing for all kinds sluggishly.

Tin-Plates.—25s. 6d. per box IC coke, and 32s. per box IC charcoal, best qualities, are the prevailing rates; shipments, on the whole, have been to an average extent, at the same time the market has been inanimate.

Steel.—Swedish keg is light of stock; faggots are scarce.

Quicksilver.—Sellers demand 1s. 11d. to 2s. per lb.

Liverpool, Aug. 19.—During the past week our metal market has not exhibited any feature of particular interest, especially as regards manufactured iron, the demand for which continues to be on a moderate scale. From the United States orders are small and few, and were it not for the contracts of rails now in course of execution makers would be but partially occupied; prices, in the meantime, gradually recede. In Scotch pig-iron a considerable business has been done, and prices have been fairly supported. There is rather more enquiry for shipping iron, but the principal transactions have been speculative. The shipments continue to show an increase, being 10,659 tons, against 9998 tons for the corresponding week of last year. There is nothing of moment to report in tin; a steady demand exists at current quotations. Tin-plates are quiet; prices, if anything, easier. Copper is in moderate request. Lead can be bought on lower terms. The following are the quotations:—Iron: Merchant bar, 6*l.* 7s. 6d. to 6*l.* 10s. per ton.—Tin: Common block, 118*l.* per ton; common bar, 119*l.*; refined block, 121*l.*—Tin-plates: Charcoal, IC, 31s. to 32s. per box; coke, IC, 24s. 9d. to 25s.—Lead: English sheet, 23*l.* 10s. per ton; English pig, 21*l.* 5s.—Copper: Cake and tile, 107*l.* 10s. per ton; best selected, 110*l.* 10s. per ton; sheathing and bolt, 1s. per lb.—Yellow metal sheathing, 10d. per lb.—Steel: Blistered, 30*l.* to 40*l.* per ton; spring, 18*l.* to 24*l.*; cast and shear, 50*l.* to 60*l.* per ton.

New York, Aug. 7.—There has been a reduction in the price of Scotch pig-iron, and a brisk demand has in consequence taken place, upwards of 600 tons having been sold at $23—six months. Very little has been doing in bars; we have only to note sales of 150 tons Swedish, retail sizes, at $90 to $92 50c. There is nothing doing in steel iron. Russian sheet is quoted at 12c. to 13c. for heavy; 13c. to 14c. for light qualities; of the latter description there is a very limited supply. Single and double English sheet was freely dealt in at 8½c., six months. For lead the demand has been exceedingly dull, and many importers have been obliged to submit to a considerable reduction to effect sales, while others have preferred to store sooner than sell at present rates. The following sales have taken place:—1900 pigs, Missouri, at $5 85c., at 60 days; and 250 tons, Spanish, at about $5 50c., cash; while in manufactured the price has receded to 6¼c., less 2 per cent. for cash. Pipe or sheet are without alteration. A great improvement has taken place in copper, which is now selling freely, but without alteration in price from last week's quotation, 50,000 lbs. of Baltimore having sold at 21⅞c.; and 100,000 lbs. of Lake Superior, at 21⅞c., terms four months; 1100 lbs. of old (good assorted) sold at 20½c., cash. In tin the same inactivity continues as has prevailed for some time past; buyers will not pay the advanced price, and holders decline to sell at a reduction. Sales of 200 pigs, Banca, for the arrival, have been effected at 28½c. to 29c., cash. Straits are firm, at 28½c. to 30c.; while a good jobbing trade has been doing in plates. Spelter transactions are limited, but prices keep steady at 6¾c.

Rotterdam, Aug. 19.—Sales of 350 slabs Banca tin have taken place at 67½ fl., and 1200 at 67¼ fl.

In the Coal Market, on Monday, the demand for house coal was very limited, and previous quotations were with difficulty maintained; only 66 ships were at market, out of which 13 were left unsold. On Wednesday there was a large arrival of best coals; but in consequence of the small demand a reduction of 6d. per ton was made; there being but an indifferent supply of best seconds, previous quotations have been fully maintained. The only business done in steam coals has been for exportation; very few transactions have taken place in manufacturers', and that at a reduction. The ships at market were 92, of which 18 were left unsold. Yesterday there was a further decrease in the number of arrivals, only 54 ships being at market, but the whole were sold with the exception of 8; the closing quotations were—Best Walls End, 17s. to 17s. 3d.; seconds, ditto, 15s. to 16s.; manufacturers', 12s. 6d. to 14s. 6d.; steam, 21s.

Exports of Coal in July.—Yesterday (Friday) Messrs. W. and H. Laird, of Liverpool, published their monthly statistics of the coal trade, from which it appears that the total export last month was 641,783 tons —405,244 from the northern ports, 22,985 from the Yorkshire ports,

40,132, from Liverpool, 142,461 from the Severn ports, and 32,961 from the Scotch ports—showing an increase over July, 1857, of 130,661 tons.

COAL CONTRACTS.—The Governors of the Trinity House require tenders for supplying them with coals for the year.

In SALTPETRE, during the week, there has been great activity, the sales at public auction having exceeded 3000 bags, previous prices being fully maintained; the demand was principally for middling and common sorts, the quotations being—for 14¼ per cent. refraction, 39s. 6d.; 10¼ per cent. ref., 40s. 6d.; 8 to 8¼ per cent. ref., 41s. to 41s. 6d.; 6 per cent. ref., 43s. to 43s. 6d.; 3¼ per cent. ref., 47s.; 300 bags, 10¼ per cent. ref., were sold by private contract, at 33s. 6d.; and 600 bags, late shipments, sold for arrival, at 41s.. During the week 84 tons were landed, and 267 tons delivered, making the quantity now in stock 3819 tons, while the stock in hand on the same date last year was 5177 tons.

At Truro Ticketing, on Thursday, 4361 tons of ore were sold, realising 23,336*l.* 10s. 6d. The particulars of the sale were—Average standard, 12*8l.* 1s.; average produce, 6¼; average price, 5*l.* 6s.; quantity of fine copper, 275 tons 18 cwts. The particulars of the month's sales were—

Date.	Tons.	Produce.	Standard.	Price per ton.	Ore copper.
June 22....	4213	 6	....£123 18 0	....£4 12 0	....£77 13 0
„ 29....	2995	.... 6¾	.... 124 6 0	.... 5 4 6	.... 81 11 0
Aug. 5....	3754	.... 6¾	.... 126 8 0	.... 5 17 0	.... 86 0 0
„ 12....	4539	.... 6¼	.... 126 2 0	.... 5 8 0	.... 83 11 0
„ 19....	4361	.... 6¼	.... 128 1 0	.... 5 6 0	.... 84 12 0

Compared with last week's sale, the advance has been 1*l.* 2s. 5d. in the standard, and 1s. 5d. in the price per ton of ore. Compared with the corresponding sale of last month, the advance has been 5*l.* 1s. in the standard, and 6s. 3d. in the price per ton of ore.

The *Hannah* has arrived from Adelaide with 3382 cakes of copper, 448 casks of copper, and 23 tons of silver-lead ore.

The MINING MARKET this week has been particularly active, and a larger amount of business transacted in different mines than has been the case for many months. Prices also are better on the whole, while in some cases very considerable advances have taken place, the shares leaving off with still an upward tendency. There is a very general impression that with the advance in metals there will be a continued rush for good mines, and this feeling, perhaps, is bringing many purchasers into the market for stocks which have been for some time depressed and neglected. There is little doubt also that many mines, from this long-continued depression in the market, have fallen below their value, and are worth attention now, and those earliest in the field will reap the benefit of the rise which a more active market will cause. The most noticeable feature of the week is the advance in Grambler and St. Aubyn to 130, 135; a short time ago the shares receded from 120 to 100, sellers, as the mine was not looking so well, and as the returns were not more than 40 tons of copper ore per month; the profits depended upon its great richness, which appeared to be decreasing in June. The present sampling of 109 tons for two months will realise, it is said, at least 1900*l.*, and improvements have taken place upon the north lode. North Downs have been largely dealt in, and price further advanced to 2¼; at the meeting a call of 7s. 6d. per share was made. Basset shares have been done at 200; Buller rather more enquired after, at 140 to 190; South Frances continue flat at 200 to 205. East Basset were dealt in at 96 to 98; the lode in the 80 is daily expected to be cut, and if found as rich as in the 60 there will be a great advance in price, and a large business doing in shares, and, consequently, great interest is attached just now to the mine. North Robert have been largely dealt in at 32s. 6d. to 35s., and leave off in request at 34s. to 36s.; East Carn Brea, 5 to 6, but few sellers. Condurrow, 60, with no business whatever doing; at the last meeting, although copper and tin to the value of 3200*l.* had been sold, the mine was brought in debt for the two months, and several of the shareholders, we understand, are getting dissatisfied; the expenses of the management are great, and many things would seem to require looking into. Copper Hill shares have been in demand, and price advanced to 85, 90; the mine is improving, but a call of 5*l.* per share is expected. Rosewarne, buyers at 24 to 25, but shares difficult to get. Great Wheal Alfred shares rather better, at 5¼ to 5½; the sales of ore for the past month realise, we understand, a profit of 200*l.*, and having now turned the corner, it is hoped dividends may not be far off. New Frances, 9s. to 10s. per share, and the mine appears to be opening out very satisfactorily. Tolvadden, 5¼ to 6. South Carn Brea, 3 to 3½; the mine is much improved in the shaft. Wheal Grenville, 35s. to 36s., and not so much doing. Alfred Consols rather more in request, at 8¼ to 8¾; at the meeting the dividend was 4s. per share. North Frances, 7 to 7½; South Caradon, 395 to 405, and business doing; Calstock Consols, 5¼ to 5¾; Carn Brea, 52 to 54, ex div.; Hingston Down have been considerably in request, at 3¼ to 3½; East Gunnis Lake and South Bedford have been done at 1¼ to 1½; Clijah and Wentworth, 4¼ to 5; Wheal Kitty (Lelant) shares have been more in request, and advanced to 8, buyers; North Basset, 9 to 9½; West Basset, 21 to 22; Mary Ann, 46½ to 47½; Wheal Margaret, 60 to 62; Providence Mines, 62 to 64; Lady Bertha, 7s. 6d. to 8s. 6d.; Great Wheal Busy, 2½ to 2¾. Camborne Vean shares have advanced to 45s.; a few weeks since they were at 8s. East Russell shares have been more sought after this week, at 5¼ to 5½; the 88 fm. level is improving. Wheal Uny, 7½ to 8; Wheal Harriett quiet, and leaving off at 25s. to 27s.; Bell and Lanarth, 4¼ to 5; South Tolgus enquired for at 62 to 65; East Tolgus, 50 to 55; Redmoor, 6s. to 7s.; Great South Tolgus, 15 to 16; at the meeting a dividend of 6s. per share was declared. Ludcott enquired for at 29s. to 30s.; the mine is improving, and a further rise may be expected if the lode be cut good in the 50 in a week or two. Herodsfoot, 6¼ to 7, and rather more doing in them. West Grenville were flat at 7s. 6d to 8s. 6d., the greater part of the week, but on Friday took a turn upwards, and left off at 9s. to 11s. Sortridge Consols, ¾ to 1; Tincroft, 3¼ to 3¾; Tamar Consols, ⅞ to ¾, and more in demand. Wheal Edward, 3¼ to 4: Great Wheal Vor, 1¼ to 2; more active. United Mine shares have been greatly in demand, and the price has risen 27*l.* 10s. in the week,—from 55*l.* to 82*l.* 10s., buyers. West Setons are 280*l.* to 300*l.*; at the meeting, on the 17th, the dividend declared was 7*l.* 10s. per share; the accounts showed a profit of 2947*l.* 7s. on the two months, after paying which, the balance left in hand was 495*l.* 15s. 11d.; the ores to be credited in next two months' account, and which were sold July 1 and Aug. 5, amount to 5755*l.* 9s. 11d., or about 400*l.* less than the sales credited in the present account; but is is explained that this difference arises, not from any diminution in quantity or quality, but from the drop in the standard. The ends in this mine are yielding altogether 22½ tons per fathom; the winzes 4 tons per fm.; five stopes in bottom of the 90 and back of the 100, are yielding 7½ tons per fm.; so that it will be seen the mine is very productive. Devon Consols 465 to 475; North Roskear, 23 to 24; Par Consols, 16 to 17, sellers; South Basset, 4¼ to 5; West Frances have been in request at 12 to 13; Wheal Margery, 11½ to 12; Wheal Uny, nominally 7 to 8, but no business doing.

Cwmystwith Mine paid a dividend of 5*l.* per share on July 1, and a bonus of 10*l.* per share was paid on Thursday, the 19th inst.

At West Seton meeting, on Tuesday, the accounts showed—Balance last audit, 544*l.* 8s. 11d.; copper ore sold, 6149*l.* 9s. 10d.; materials, 15*l.* 9s. 2s. = 6713*l.* 7s. 11d. —Mine cost and tributers' balances, &c., May and June, 1965*l.* 6s. 9d.; merchants' bills, 842*l.* 6s.; dues, 409*l.* 19s. 3d.: leaving balance in favour of adventurers, 3495*l.* 15s. 11d. A dividend of 3000*l.* (7*l.* 10s. per share) was declared. The nett profit on two months' working was 2947*l.* 7s. 10d.

At Levant Mine meeting, on Tuesday, the accounts showed—Balance last audit, 1037*l.* 7s. 8d.; copper ore sold, 2223*l.* 5s. 8d.; tin, 3012*l.* 18s.; sundry credits, 57*l.* 8s. 2d. = 6429*l.* 19s. 6d.—Mine cost, April, May, and June, 3393*l.* 3s. 1d.; surgeon, &c., 37*l.* 14s.; coals, 300*l.*; carriage, 304*l.* 9s. 9d.; merchants' bills, 569*l.* 5s. 3d.: leaving balance in favour of adventurers, 1825*l.* 7s. 5d. A dividend of 800*l.* (5*l.* per share) was declared.

At Botallack Mine meeting, on Tuesday, the accounts showed—Balance last audit, 2954*l.* 3s.; ores sold, 3179*l.* 9s. = 6133*l.* 12s.—Mine cost and merchants' bills, 2686*l.* 0s. 7d.: leaving balance in favour of adventurers, 2547*l.* 11s. 5d. A dividend of 500*l.* (2*l.* 10s. per share) was declared. The nett profit on the two months' working was 493*l.* 8s. 5d. Capts. N. Hocking, J. Rowe, and H. Boyns, reported that at Chycornish the skip-road was completed to the 90, and they had driven in this level 5 fms. north and 5 fms. south; both ends had opened tribute ground.

At St. Ives Consols Mine meeting, on Tuesday, the accounts showed—Balance last audit, 545*l.* 5s. 8d.; tin sold, 4003*l.* 13s. 9d. = 4548*l.* 19s. 5d.—Mine cost and merchants' bills, 3272*l.* 2s.: leaving balance in favour of adventurers, 1076*l.* 17s. 5d. A dividend of 705*l.* (1*l.* 10s. per share) was declared. The amount of tin sold during the quarter was 65 tons 9 cwts. 2 qrs. 20 lbs.: average price, 61*l.* 2s. 6d. Capt. E. Bawden reported that since the last meeting they had communicated Wheal Trenwith deep adit with the 20 east, which was a discharge for about one-fifth of the water they had to draw to surface, and would effect a saving of coals at least 25 per cent.

The Hibernian Mine dividend of 15s. per share, for the half-year ending June, will be payable on Sept. 1.

At Great South Tolgus Mine meeting, on Thursday (Mr. Blakeway in the chair), the accounts showed—Balance last audit, 1463*l.* 13s. 1d.; stores sold, 9s.; copper ores sold, 3901*l.* 12s. 8d.; advance on tribute, 50*l.* = 5415*l.* 14s. 9d.—To dividend (5s. per share, declared June 17), 1500*l.*; mine cost, May, 434*l.* 15s. 5d.; merchants' bills, 198*l.* 9s. 2d.; tribute, 176*l.* 8s. 8d.; mine cost, June, 451*l.* 0s. 2d.; merchants' bills, 195*l.* 3s. 4d.; tribute, 100*l.*; sundries, 24*l.* 18s. 4d.: leaving balance in favour of adventurers, 2334*l.* 19s. 4d. A dividend of 1800*l.* (6s. per share) was declared. Capt. John Daw reported that since the date of the last meeting there was no special improvement to be reported, but the mine, on the whole, continued to look equally well, and the driving of the cross-cuts had been resumed.

At Alfred Consols Mine meeting, on Monday, the accounts showed—Balance last audit, 801*l.* 2s. 8d.; ore sold (lord's dues 1-13th, 247*l.* 9s. 1d.), 4206*l.* 14s. 8d.; debts from men, 10*l.* 9s. 4d. = 5018*l.* 6s. 8d.—Mine cost and merchants' bills, April and May, 3261*l.* 10s. 5d.: leaving balance in favour of adventurers, 1756*l.* 16s. 3d. A dividend of 1024*l.* (4s. per share) was declared. Capts. Trelease, T. Hocking, and S. Uren, reported that no lode was intersected in either the 100 or the 80 cross-cuts south, in each favourable for driving: they had not as yet intersected the north lode, east of the flookan in the 70. This lode will in future be called the New North Lode; it has a promising appearance for the last few fathoms driving, and bids fair to become productive in depth

At the Park Lead Mines (Minera) meeting, on August 7, the accounts showed—Balance from last audit, 3*l.* 11s. 8½d.; lead ore sold, 2367*l.* 16s. 6d.; halvans, 73*l.* 8s.; old materials sold, 65*l.* 18s. 5d. = 2506*l.* 14s. 7½d.—Mine cost and merchants' bills, 2117*l.* 10s. 2½d.: leaving balance in favour of adventurers, 388*l.* 4s. 5d. In the estimated account of assets and liabilities, the nett balance in favour of the mine was 608*l.* 16s. 3½d. Messrs. Keats, Andrew, Thompson, Eyton, Morris, and Roberts, were appointed the committee of management. An interesting account of the property will be found in another column.

At East Falmouth Mine meeting, on Wednesday (Mr. R. Bastard in the chair), a favourable report was read, and a resolution passed to sink the shaft as quickly as possible to the 40. A call of 5s. per share was made. A fine specimen of lead taken from the 30 was exhibited at the meeting, and the returns in future are calculated to more than pay the working cost of the mine.

At Condurrow Mine meeting, on Aug. 11, the accounts showed—Balance last audit, 73*l.* 9s. 11d.; Mine cost, May and June, 1950*l.* 17s. 11d.; merchants' bills, 476*l.* 16s. 9d.; dues, 1-12th, 126*l.* 10s. 4d. = 2627*l.* 14s. 11d. — Ores sold, 2530*l.* 7s. 5d.; income tax, 12*l.* 6s. 7d.; property tax, 8s. 2d.; cash for crushing ores, 3*l.* 7s.: leaving balance against adventurers, 80*l.* 19s. 9d. Capt. Nicholas Vivian reported that they were suffering from the drought, and must be so for the next two months, which, for that period, must affect the returns of tin.

At St. Aubyn and Grylls Mine meeting, on Aug. 12, the accounts showed—Black tin sold, 2082*l.* 3d.; copper ore, 663*l.* 17s. 3d. = 2746*l.* 0s. 3d.—Balance last audit, 304*l.* 18s. 7d.; mine cost, Feb., March, and April, 1757*l.* 5s. 5d.; merchants' bills, 483*l.* 14s. 3d.; proportion of cost in driving deep adit, 36*l.* 19s. 10d.; lords' dues (unremitted), 70*l.* 8s.: leaving balance in favour of adventurers, 93*l.* 18s. 2d. Capts. John Curtis and John Davey reported that they were employing at the present time 72 tributers and 40 tutworkmen. The machinery and pitwork were in first-rate order, and the prospects for the future very encouraging.

At the Brynglass Silver-lead Mine (near Ponterwyd) meeting, held at the Hen and Chickens, Birmingham, the whole of the shares were allotted. [Captain Owen's report appears in another column.]

At Lostwithiel Mine meeting, Aug. 10 (Mr. J. Thorne in the chair), the accounts showed—Balance last audit, 107*l.* 4s.; mine cost, June, 23*l.* 15s. 2d.; July, 25*l.* 15s. 4d.; call on shares held by directors, 5*l.* 5s. = 161*l.* 19s. 6d.—Calls received, 91*l.* 14s. 6d.: leaving balance against adventurers, 70*l.* 5s. A call of 1s. 6d. per share was made. Capt. W. Tregay reported that the adit level had now been driven 79 fms.; present price of driving 3*l.* 10s. per fm., by six men.

At Devon Burra Burra meeting, on Tuesday, the accounts showed—Expenditure, 781*l.* 18s. 9d.; receipts, 777*l.* 9s. 5d.: balance, 4*l.* 9s. 4d. A call of 3s. 6d. per share was made. The shaft (White's) had been sunk 5½ fms. since last meeting, and a level driven north 3 fms; 2 fms. remaining to be driven to get under the ore gone down the 17. At the cross-course in the 40 we have driven in 42 feet, showing more flookan, and looking well for the lodes on the eastern side.

At South Lady Bertha Mine meeting, on Tuesday (Mr. W. Watkins in the chair), a call of 1s. per share was made. Capt. W. Goss reports that they erected a new and powerful water-wheel, 35 ft. high, 3 ft. 6 in. breast, which is of ample power both for pumping the water, drawing the stuff to surface, and crushing the ores. The water has been forked down to the 20, and they hope to have a sampling by the end of September. The water leat has been brought home, and all the work done in a substantial manner, and there is no water rent or land damage chargeable on the property; they have now to erect the drawing machinery, crusher, and capstan. There is every prospect of the mine proving highly satisfactory to all concerned. Lieut. D. H. Watson, Messrs. W. Watkins, J. Oliver, T. Fuller, and C. Robertson, having been appointed a committee for the ensuing three months, the proceedings terminated with a vote of thanks to the Chairman.

At Tretoil and Messer United Mining Company meeting yesterday (Mr. Ivimey in the chair), the accounts showed balance against adventurers 12*l.* 5s. 6d. The proceedings, which are detailed in another column, terminated with a vote of thanks to the Chairman, committee, and secretary.

At the North Downs Mining Company meeting, on Wednesday (Mr. P. D. Hadow in the chair), the accounts for four months ending June showed a balance against the mine of 512*l.* 4s. A call of 7s. 6d. per share was made. Mr. Francis Pryor explained that the machinery was in excellent working order; that they were at present paying the cost of the mine, and he did not anticipate they would require further calls.

At West Alfred Consols meeting, on Aug. 14, the accounts showed—Balance from last audit, 848*l.* 14s. 1d.; labour cost, April and May, 801*l.* 15s. 3d.; merchants' bills, 367*l.* 1s. 1d. = 2017*l.* 10s. 5d.—By call of 1os. 6d. per share, 844*l.* 16s.; copper ore sold, May 14, 544*l.* 5s. 6d.: leaving balance against adventurers, 658*l.* 8s. 11d. A call of 12s. 10d. was made. It was resolved that the grant of Penpoll sett from H. C. Millet, Esq., be accepted. Dr. Millett, of Penpoll, was appointed surgeon of the mine, in lieu of Dr. Boase and Dr. Vivian, for whose services the best thanks of the adventurers were given. The committee of management were reappointed.

At North Buller Mine meeting, on Monday (Mr. J. E. Mathew in the chair), the accounts showed—Balance last audit, 6*l.* 16s. 5d.; mine cost and merchants' bills, April, 174*l.* 9s. 1d.: May, 159*l.* 0s. 3d.; June, 154*l.* 13s. 6d. = 474*l.* 19s. 9d.—Call received, 384*l.*: leaving balance against adventurers, 90*l.* 19s. 9d. A call of 8s. per share was made. The secretary stated that, as the expenses of the mine were very great, he was willing to accept a reduction of 2*l.* 2s. per month in his salary. Capt. T. Glanville reported that Louisa engine-shaft is down 84 fms. 4 ft. from surface, and the cross-cut extended 2 fms. into an elvan course. He recommended operations in that point of the mine to be confined to driving the cross-cut north, to see what lodes can be met with in that direction; and also to sink on the course of the lode now at the shaft, which, if approved of, the cost for the next three months would be about 40*l.* The 80 cross-cut is extended 50 fms. 5 ft. south of Wheal Uny engine-shaft, without the least appearance of any lode.

Wheal Mary Emma general meeting was held on Thursday, and adjourned to Friday (Mr. J. Rowland in the chair). The reports of Captains Gregory, Z. Williams, Cock, and Doble were read, as well as that of Capt. James Hampton, who inspected the mine on Aug. 4. It was resolved that the accounts be made up to the end of Aug., and discharged by the purser. A call of 1s. per share was made, for the purpose of carrying on future operations. Messrs. Robartes and Co. were appointed the bankers of the company, Mr. Joseph Matthews the purser, Capt. Doble the managing agent, and Mr. Walter Thomson the secretary. The following gentlemen were appointed the committee for the next three months:—Messrs. Rowland, Halford, Lane, and Lieut. Watson.

The partnership hitherto existing between Messrs. J. J. Reynolds and Son has been dissolved,—the latter, in an address to his friends, states ill health to be the cause. The business will in future be carried on by Mr. J. J. Reynolds.

At the Monmouthshire Wagon Company meeting, on Wednesday (Mr. Crawshay Bailey, M.P., in the chair), the accounts showed a balance in favour of the proprietors, 631*l.* 12s. 2d. A dividend at the rate of 7 per cent. was declared. The company's wagon stock consisted, at the close of the past half-year, of 280 wagons, 263 of which were let.

At the London and Virginia Gold and Copper Mining Company (Mr. Jas. Warren in the chair), the accounts showed a balance of loss from the commencement of the revenue account of 5272*l.* 1s. 3d. Messrs. Barber, Lawrence, and Warren were re-elected, and Mr. Cash a director. Mr. Vian was re-elected auditor. The meeting was then made special, when a resolution was unanimously passed for winding-up the company forthwith. The proceedings, which are detailed in another column, terminated with a vote of thanks to the Chairman.

The Quartz Reduction Company meeting is adjourned until Tuesday next, in order to ascertain and report the result of some experiments by Mr. Squire on samples of the quartz from the company's mine at Gold Hill. The subscriptions already received amount to 607*l.* 11s., from the holders of 10,716 shares, but if the whole amount of 2000*l.* is not raised, the plan must be considered as a failure, and the company wound-up.

La Fortuna Company advices (Aug. 8) state that the tribute pitches present their usual appearance, and they estimate their returns for August at 225 tons.

The Linares Lead Mining Company advices (August 8) report that the tribute pitches throughout the mine are looking very well, and the surface operations progressing satisfactorily.

The shares of the North Rhine Copper Mining Company of South Australia have been in demand, and some rather large transactions were effected at ¼ prem. Brokers seem reluctant, however, to sell any large number at this price, as the general impression is that they will command a high premium after the allotment.

In Foreign Mine Shares there has been rather more doing. The accounts received from Portugal by the Lusitanian are very satisfactory, and the works are being pushed on with great diligence and success. The Jamaica accounts state that discoveries of a most encouraging nature are constantly being made, and that the ores found are of great richness; at the Rio Grande the average yield is about 30 per cent. of fine copper, and 20 ozs. 5 dwts. of silver, while the ore from Mount Woolfry (Wheal Jamaica) when assayed gave 27 per cent. of fine copper. There has been a considerable fall in the price of Cobre Copper shares, the present quotation being 40 to 42. The North Rhine of Australia is in great favour. For Fort Phillip there continues to be a good demand, at 9s. 6d. to 10s. An advance of 10s. took place in St. John del Reys on Tuesday, but it has not been maintained, the last quotation being 11 to 12. Bon Accord has also been enquired for, at ⅜ to ⅝ prem.

Our Hull correspondents (Messrs. Flint and Co.) report that the market for railway shares continue tolerably steady, but there is still an entire absence of speculative business. Although one or two stocks have been more enquired for during the last few days, owing to the abundance of money, there is a general indisposition on the part of the public to enter into new descriptions of speculation.

From Leeds, our correspondents (Messrs. Giedhill and Co.) state that there is not much variation in the price of mining shares this week. Our mines are improving: we expect that confidence will increase as they become more developed. Our dividend mines are more numerous than we had reason to expect, yet there is a great keeping back of information by our dividend-paying companies. Why this should be we are at a loss to understand, but it shall be our duty to endeavour to remove it, having every wish to give publicity to the value of our mineral wealth, which we feel confident is only to be made known to cause capitalists to invest at home instead of abroad, where mines too often prove failures. We advise our friends to look round their own neighbourhoods, and they will find plenty of scope for the profitable outlay of capital, which would give employment to our miners and others, and add greatly to the wealth and elevation of old England.

GOLD FROM AUSTRALIA.—The quantity of gold shipped from Victoria from the commencement of the year up to the date of the last advices so nearly corresponds with the shipments during the same period of the preceding year, that is to considered (and especially as the fluctuations depend so much upon the class of ships sailing) the departure of one good ship would make them quite equal. Up to June 12 the escorts into Melbourne, from Jan. 1, amounted to 1,014,450 ozs., against 1,015,174 ozs. during the corresponding period of 1857. The escorts during the week ending June 12 amounted to 41,397 ozs., against 51,304 ozs. for the corresponding week of last year. This is 528 ozs. below the weekly average of the first quarter of the current year, and 6273 ozs. below that of the year 1857. The *Australasian*, which brought the last mail, was detained at Port Phillip Heads some hours by a dense fog, and it is suggested that a leading light, placed in the South Channel, would obviate the difficulty in future.

GOLD FOUND BY CORNISHMEN.—A letter received in Penzance on Tuesday last, states as follows, dated Belfast, Victoria, Australia, June 11, 1858:—"Per Electric Telegraph, yesterday, we received here information from Ballarat of the largest find of gold yet made—a small lump weighing 224½ lbs., worth from 11,000*l.* to 12,000*l.*, by 22 Cornishmen. Some accounts say 24, others 22, Cornishmen, but particulars of this extraordinary "find" may be seen under the head "Australia." Josiah Glasson, formerly engineer to the Serpentine Works, Penzance, is one of the lucky lot.—*West Briton.*

ACROSS THE ATLANTIC AND BACK IN TWO HOURS AND A HALF.—This extraordinary feat has been accomplished. The first business message from Newfoundland conveyed by the Atlantic Telegraph was received yesterday, and reported a collision between the *Europa* and *Arabia*. Further particulars were sent for at 5 o'clock, and a return message, to the effect that no particular damage was sustained, was received in London at half-past 7.

The return of the Bank of England for the week ending Wednesday, compared with the previous weekly return, showed the following results:—

Circulation issue	£31,196,975 Increase	£ 186,735
Circulation active	20,425,635 Decrease	165,390
Public deposits	5,098,342 Increase	429,549
Other deposits	13,701,744 Decrease	201,220
Government securities in banking department	10,879,168 Increase	8,114
Other securities in banking department	15,188,677 Decrease	127,383
Coin and bullion in both departments	17,444,600 Increase	206,350
Seven day and other bills	790,735 Increase	19,564
The rest	3,418,589 Increase	4,578
Notes in reserve	10,771,940 Increase	352,125
Total reserve (notes and coin) in banking department	11,494,565 Increase	371,740

The resources of the Bank are increasing, owing to the running off of securities, coupled with the steady influx of Government deposits. The "reserve" now totiches 11½ millions, and the metallic stock 17½ millions.

The *Gazette* statement of the movement of the precious metals for the week ending Wednesday last, gives the following totals,—Imports of gold, 463,745*l.*; exports of gold, 66,237*l.*; imports of silver, 77,724*l.*; exports of silver, 3435*l.* The balance is greatly on the favourable side.—*Daily News.*

LEAD ORES.

Biddings for 20 tons BRONFLOYD ore.

Sims, Willyams, and Co. (purchasers)	£13 1 6 per ton.
Walker, Parker, and Co.	12 17 6 „
Bibby, Sons, and Co.	12 13 6 „
Newton, Keates, and Co.	12 9 0 „
Panther Lead Company (Limited)	12 5 0 „

Sold on the 16th August.

Mines.	Tons.	Price per ton.	Purchasers.
Frongoch	40	£13 3 0	Panther Company.
Cefn Brwyno	70	13 2 0	ditto
East Daren	102	15 0 0	ditto
Cwm Erfin	45	15 10 0	ditto

Sold on the 19th August.

Wheal Mary Ann	90	£25 11 6	Sims, Willyams, & Co.

BLACK TIN.

Sold on the 13th August.

Mines.	Tons c. q. lbs.	Price per ton.	Amount.	Purchasers.
Carvath United	2 15 0 6	£60 0 0	£165 3 2	—
ditto	0 8 2 0	36 0 0	15 6 0	—

Tin sold from DOLCOATH MINE, Jan., 1858, to end of June, 1858.

Jan. and Feb.	Tons. 163 6 2 13	£10,917 16 7
March and April	105 6 2 20	6,943 3 8
May and June	106 7 2 5	6,927 16 8
Total	Tons 375 0 3 10	£24,788 16 11

In consequence of the then low price, a portion of the tin was withheld in the latter part of last year, which was sold in Jan. and Feb. of this; hence the large quantity in those two months. The sales for the last four months are the product for that period.

COPPER ORES.

Sampled Aug. 4, and sold at the Royal Hotel, Truro, Aug. 19.

Mines.	Tons.	Price.	Mines.	Tons.	Price.
Devon Great Consols	131	£6 13 0	Devon and Cornwall	65	£1 7 0
ditto	125	7 18 0	ditto	40	1 19 6
ditto	116	7 10 6	ditto	29	5 15 6
ditto	113	8 0 6	ditto	18	14 14 6
ditto	109	8 16 6	North Wheal Robert	85	9 14 6
ditto	108	3 2 0	ditto	42	4 9 6
ditto	106	3 7 6	ditto	19	2 14 6
ditto	105	7 8 6	Kelly Bray	61	2 17 6
ditto	104	2 10 6	ditto	56	5 4 0
ditto	103	2 8 0	ditto	15	3 12 6
ditto	101	2 11 6	Wheal Friendship	83	8 2 0
ditto	99	8 0 6	ditto	36	12 4 6
ditto	96	3 8 6	Holmbush	43	7 16 0
ditto	92	3 4 6	ditto	37	7 0 0
ditto	88	1 3 6	ditto	31	6 16 6
ditto	78	8 5 6	ditto	5	20 18 6
ditto	75	7 10 0	Sortridge Consols	78	5 18 6
ditto	70	1 3 6	ditto	36	7 14 6
Phœnix Mines	100	5 15 6	Wheal Emma	55	3 14 0
ditto	88	5 11 6	ditto	45	6 10 0
ditto	81	3 12 6	Wheal Edward	36	3 10 0
ditto	80	4 12 0	ditto	32	3 14 6
ditto	58	12 3 6	ditto	12	6 17 0
West Caradon	82	6 14 6	ditto	11	11 13 6
ditto	69	6 0 6	Wheal Yarner	52	2 5 6
ditto	67	7 16 0	ditto	35	2 19 0
ditto	34	9 7 6	Craddock Moor	69	7 10 6
ditto	30	3 12 6	Wheal Crowndale	50	4 6 6
ditto	28	1 1 6	ditto	15	7 5 6
Bedford United	114	3 17 0	Wheal Russell	60	2 11 0
ditto	111	6 13 0	Wheal Arthur	54	3 2 6
Marke Valley	94	1 18 0	South Bedford		Withdrawn.
ditto	60	6 13 6	Hawkmoor	28	5 16 6
ditto	40	6 15 6	Tavy Consols	25	3 8 6
ditto	31	3 17 0	Wheal Zion	24	3 15 6

TOTAL PRODUCE.

Devon Great Con.	1819	£9437	18 6	Wheal Emma	100	£ 496	0 0
Phœnix Mines	400	2163	17 0	Wheal Edward	91	466	16 6
West Caradon	310	1947	7 6	Wheal Yarner	87	222	11 0
Bedford United	225	1177	1 0	Craddock Moor	69	519	4 6
Marke Valley	225	969	9 0	Wheal Crowndale	65	325	7 6
Devon and Corn.	152	599	5 6	Wheal Russell	60	153	0 0
North Wh. Robert	146	1066	7 0	Wheal Arthur	54	168	15 0
Kelly Bray	142	520	19 0	Hawkmoor	28	163	2 0
Wheal Friendship	119	1112	8 0	Tavy Consols	25	85	12 6
Holmbush	116	910	12 0	Wheal Zion	24	90	12 0
Sortridge Consols	114	740	5 0				

Average Standard .....£128 1 0 | Average Produce 6¼
Average Price per ton.....£5 6 0
Quantity of Ore.....4361 tons | Quantity of Fine Copper, 275 tons 18 cwts.
Amount of Money.....£23,336 10 6

LAST SALE.—Average Standard.....£126 2 0.—Average Produce 6½
Standard of corresponding sale last month, £123 18 0.—Produce, 6.

COMPANIES BY WHOM THE ORES WERE PURCHASED.

	Tons.	Amount.
Mines Royal Company	154	£ 832 2 6
Vivian and Sons	1063½	5606 7 6
Grenfell and Sons	580	3423 14 6
Crown Copper Company	50	188 15 0
Sims, Willyams, Nevill, and Co.	375	2437 2 6
Williams, Foster, and Co.	512½	3084 3 3
Mason and Elkington	473	2951 2 3
F. Bankart	331	1250 11 6
Copper Miners' Company	336	1995 19 0
C. Lambert	383	1269 8 6
Alkali Company	108	247 4 0
Total	4361	£23,336 10 6

Copper ores for sale on Thursday next, at Tabb's Hotel, Redruth.—Mines and Parcels.—United Mines 681—Great Wheal Busy 451—South Caradon 412—Fowey Consols 409—West Wheal Damsel 237—South Crinnis 152—East Wheal Tolgus 126—Grambler and St. Aubyn 109—Tresavean 96—Creeg Brawse 40—Wheal Comfort 6.—Total, 2719 tons.

Copper ores for sale on Thursday week, at Mayne's Hotel, Pool.—Mines and Parcels—South Wheal Tolgus 481—South Frances 404—North Roskear 395—Wheal Clifford 335—West Wheal Seton 308—Wheal Basset 275—Trevoole 214—Wheal Seton 192—Pembroke and East Crinnis 174—Copper Hill 125—North Crofty 89—Duke of Cornwall 65—Wheal Harriett 45—West Par Consols 30.—Total, 3132 tons.

THIRD SALE IN AUGUST.

Years.	Tons.	Prod.	Amount.	Standard.	Ore copper.	Cake cop.
1849	3041	9⅜	£18,824 9 6	£ 94 1 0	£64 18 0	£79 10
1850	3244	9⅝	19,922 10 0	91 13 0	63 11 0	79 10
1851	3183	9⅝	19,822 17 0	95 6 0	66 2 0	84 0
1852	2829	8¼	28,566 5 0	124 11 0	91 5 0	102 10
1853	4452	7⅝	28,496 18 8	124 5 0	88 13 0	107 10
1854	4193	8½	28,185 11 0	103 2 0	65 7 0	128 0
1855	4857	6⅛	29,910 3 0	146 8 0	101 3 0	128 0
1856	5229	8¾	30,165 16 6	125 18 0	84 13 0	107 10
1857	5692	5⅞	33,740 8 0	146 6 0	99 19 0	117 0

The copper in the ore expresses the nett price per ton of copper paid to the miner.

THE PROGRESS OF MINING IN 1857,
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Notices to Correspondents.

*** Much inconvenience having arisen, in consequence of several of the Numbers during the past year being out of print, we recommend that the Journal should be regularly *filed* on receipt: it then forms an accumulating useful work of reference.

Mining Schools.—It must be a source of congratulation to all friends of mining education to see the progress that has been made by the Bristol School, as well as the other educational establishments in the North of England. It can have excited no surprise that the attempt at Truro has been a failure. Those who are at all acquainted with the Cornish character are well aware that their prejudices are so strong that they would oppose all improvement. Although they quarrel among themselves, their motto is "Cornwall for the Cornish," and as much as they can get besides from outsiders. To many the spread of knowledge would be ruin; with education character would follow, and in this case the vocation of the bal seller would be entirely put a stop to. If these were well-informed people, how could dust be thrown in the eyes of the London gentlemen, and how would the peripatetic semi-scientific professor pick up his meat and drink at the account-house? Had the Mining School at Truro succeeded, honesty would have displaced roguery. It would have been better for mining enterprise, but it must have sacrificed the vested interests of those knaves, both in town and country, who now, by their nefarious practices, render an important branch of national industry a bye word and reproach.—Tyro.

Mining in North America.—Can any of your correspondents inform me whether the Coal Lead Vein near the River St. Lawrence is connected with the works of the Rossie and Canada Lead Company? I believe the gentlemen who are proprietors of the mines belonging to that association have likewise the Victoria Mines, although the Americans still retain the Bedford.—H.

Holmbush Mines.—"J. C." (Wigmore-street).—In answer to our correspondent, whether this mine will ever pay cost, Captain Seccombe states that as soon as he can lay open the piece of ground between the cross-course and the lead lode in the 160, he fully expects, not only to pay cost, but that it will put the mine in a better position than it has been for years, for he calculated from that piece of ground alone to raise ore to the value of 8000*l*. A full report of the last meeting appeared in the *Mining Journal* of July 3. It has been erroneously stated that transfers could not be accepted until after they had passed the board; such is not the case, the business being conducted the same as in a cost-book mine.

Rosewarne Consols.—Mr. James Hollow states my letter is absurd. Although not a shareholder at present, I have been one. If information regarding the mine does not concern the public, and only the shareholders, why do they place their mine on the list, and traffic in the market with the shares? Mr. James Hollow must excuse me if I state that I prefer a report passed publicly at an open meeting to one of those authorised statements which are put forward by secretaries, under the supervision of committeemen, for the benefit of outlying shareholders. I must confess that I have a suspicion of these authorised printed documents, more especially if there should be on the committee a dealer who may wish the report so to be worded as he wishes to "bull" or "bear." Any shareholder, by writing, may have any information. Will they get in every instance an answer? If so, the secretary will have little else to do, and consequently must neglect more important duties. Persons who may wish to purchase shares must take them on the faith of the sellers. The London business is to be transacted at the Auction Mart. I trust, for the sake of my former co-adventurers, that neither they or the mine will be sold, as is generally the fate of all adventurers who come near that building.—P.

Iron Shipbuilding.—In the *Northern News*, I see that Mr. J. Clare, jun., Liverpool, takes an exception to my remarks in last week's Journal. I have no wish to deteriorate from that gentleman's abilities. I believe he has worked hard in order to forward his views on iron shipbuilding. With many of these I coincide. No one can doubt but that he is correct when he states that it is to the interest of the country to have ships constructed of the best material, and built on sound architectural principles. In many cases he has ably drawn attention to the losses which have occurred through sending out unseaworthy craft. While at Lloyd's I inspected his model of "Palmerston's Foresight." I am not shipbuilder enough to criticise its proportions; but while I see the *Great Eastern* lying idle in the Thames for want of funds to equip her for sea, I must certainly retain my opinion that I consider until she has had a trial there is no chance of Mr. Clare obtaining the money to build one like her. Even when completed great doubts exist as to her capabilities. If an accident were to occur to her out of England, where and how is she to be repaired? The loss of a few soldiers is felt. How would it be if 10,000 were to founder at once? Such questions as these are, however, abstruse. Mr. Clare lays the blame on the Great Eastern Company for sending a novice like Sir Joseph Paxton to obtain funds from the Admiralty, and, from his experience, is of opinion that if proper steps were taken in the right quarter money could be obtained to fit this ship for sea. It is certainly a disgrace that this vessel should be in her present unfinished state; and could Mr. Clare, by his influence, get her completed, the proprietors would be under a deep debt of gratitude to him for his exertions; and I am willing to believe they would, out of first profits, return him something more tangible than thanks. The superiority of mammoth ships once proved would lead to the introduction of others, and Mr. Clare might become the leader of an improved era in shipbuilding. He may, however, rest assured that neither Government or private individuals will forward his views until they see the result of the first experiment. Mr. W. S. Lindsay will, I think, wait some time before he finds the magnificent craft he possesses depreciated by the introduction of leviathan ships, requiring millions to construct them. When the sinews of war are found it will then be time to talk of their utility in bringing Australia to Europe in 30 days, but until that period arrives we must be content to go a little slower with the means we have at hand, and not expend all our money on constructions which we can commence but not finish, owing to want of funds.—Navis.

Iron in Wiltshire.—Can any of your correspondents inform me if the iron smelting works which were to have been erected at Seend, near Melksham, are in operation? About two years since, an account appeared stating that upwards of 1000 tons of ironstone had been got to surface. For a considerable period I have heard no further account of their progress. Mr. J. G. Parker, formerly of the Anglo-Californian Gold Mining Company, was, I believe, the local manager. Several specimens of the ores I saw were of good quality, and if the property was such as reported, I think it was an undertaking of greater promise than many others which have started under more favourable auspices.—Bicarbon.

"W. H." (Dublin).—The price of the ore depends upon the percentage. There are several large ironmasters in Wales and Staffordshire. Much would rest upon the cost of transport, and the facility for getting the mineral. The most advisable course to pursue would be to advertise, stating where the article could be delivered.

Gold Reduction.—I, as well as many others, have been much surprised that Mr. Squire has returned no answer to the assertion of Mr. Kimpton. I do not see why on the face of this the Quartz Rock meeting should have been adjourned, in order that samples should be tried by Mr. Squire. His invention appears but questionable; and another person states that he has prepared the samples exhibited at the London Tavern. This adjournment probably is one of the many ruses from time to time which are invented to snare the shareholders. Gold mining directors and gold makers appear to me to be of one stamp—self deluded, and deceiving others. From all their labours not one practical result has hitherto been achieved; and, in return for a large amount of capital expended, the shareholders have received nothing but glittering reports, airy promises, flattering excuses, and offers of assistance from inventors of every class and grade of charlatanism.—Veritas.

English and Australian Copper Company.—"H. K."—The committee of conference it is expected will publish their report at the annual meeting to be held in Feb. next. At an extraordinary general meeting, held Aug. 3, and reported in the Journal of the following Saturday, it was urged by several proprietors that the duties of the committee ought to cease, and that they should have confidence in the directors; and Mr. Schneider explained that the committee were appointed when the company was in great difficulties, and they had not completed their labours. Their object was not to watch the directors, but to put the accounts in such a simple form that there should be no misunderstanding; and full instructions had been sent out to Mr. Hamilton, so that at the next meeting the accounts will be presented according to the plan laid down by the directors and the committee of conference, who will then present their report to the shareholders. The names of the committee are Messrs. Routh, Cobbett, and Herapath, and it will be proposed to add some of them to the board of directors.

"Alpha" (Manchester).—The present call must be paid-up, together with the liabilities that accrued previous to the meeting being held. Much depends upon the rules and regulations of the mine. Notice in general is given by a circular to the shareholders in all respectable English mines. Where there is a large proprietary, in general the meeting is convened by advertisement, and this is considered a sufficient and valid notice. The liabilities up to the period of renunciation being paid, the shareholder still holds an interest in the machinery, &c. Unfortunately, many meetings are attended by only very few parties, who pass what resolutions they please. If possible, every proprietor should attend the meetings, and look after his own interest. Were such the case there would not be so many complaints, which, in many instances, are too well grounded; and this more especially applies to those concerns where there is no control over the purser or secretary, who reports what he thinks fit, and merely brings his books for inspection at the meetings solely composed of an interested clique, who do not regard the mine as an investment, but as a speculation for the purpose of dealing in shares.

A Run-away Engine.—In your last Journal it is reported that "on Saturday a new and splendid engine was set to work at East Providence. The machine was started by Mr. G. Eustice; the engine 'started of' with the greatest ease, and worked with admirable precision, to the great delight, &c., of all who had been invited to witness the ceremony." If the writer had confined himself to the start, I should have inferred that the engine was a common pumping-engine; but as he says it "started off," we are to infer that it was a locomotive engine. I beg to enquire how far the engine ran, at what rate, where they overtook it, and of what the ceremony consisted? The correspondent will oblige by a reply.—An Agent.

South Hingston.—Can you give me any particulars respecting this mine, its origin, and progress, as no information has hitherto been afforded, although I find it regularly quoted in the Share List.—Subscriber: *City*.

Anglo-Californian Gold Mining Company.—Thirteen months have now elapsed, and the liquidators have made no sign, or condescended to issue any report to the shareholders. Mr. Goodman, about two months since, in the *Mining Journal*, stated that he should be happy to afford any information to shareholders who would call upon him at Gresham House. Living some distance from town, I am not able to respond to his invitation. I would, however, suggest to him that there are many of the shareholders here who are desirous to know how the suit with Sir Henry Huntley has been settled, or whether the directors intend to call upon that gentleman to render an account? We were told that the liquidation was only to occupy a month. Would it not be more satisfactory, and prevent further disappointment, if the liquidators were to announce that no claims would be paid, and that the money received had been applied for expenses?—S. B.: *Birmingham*.

Tolvaddon Mine.—In the remarks last week, the sense is altered by the insertion of "no." The 18th and 19th lines from bottom should read, "Only suppose that this mine had been brought out, &c., and that calls had been made," instead of, as it is printed, "and that *no* calls," &c.

The Port Phillip and Colonial Gold Mining Company.—As a registered shareholder in this company, permit me to make a few observations upon the extracts from recent despatches, as given in last week's Journal. It appears that the managing director at Melbourne has, in obedience to orders, sent home 1000*l*., as the nucleus of the dividend promised in Jan., 1859. Now, no one would be more glad to receive a first dividend, after the past grievous mismanagement of affairs, than the shareholder addressing you; but neither I, nor any other sensible shareholder, can wish for the payment of a dividend *a la* Mexican and South American Company; and until our managing director pays off the whole of the 5622*l*. 4s. 10d., so irregularly borrowed by him from the Union Bank, at Melbourne (with which bank the title deeds of the company's valuable Collins-street property are deposited), it would be a dishonesty, as well as a blunder in finance, to declare any dividend.—Christopher Richardson.

Asturian Mining Company.—I perceive by your remarks in last week's Journal that a monster company is in course of formation for the purpose of developing the large deposits of mineral wealth in the Asturias, and that a certain number of shares (8000) are to be offered to the shareholders of the old company. Had that been efficiently managed it would now have been in the possession of the English proprietary. As it is, its first ruin may be dated from the employment of the extravagant staff, and the connection with that great myth, the Royal North of Spain Railway, which was to connect the province with the two Castiles. While the money was there being unselessly squandered, M. Aguado was constructing a good road from his coal mines at Sama to the port of Gijon, since followed by a railway; and by pursuing a settled plan was able to make profits. The Asturian Company, in the meanwhile, were employing engineers to survey railroads and make plans of the port of Avilés. Copper and lead mines were opened, and trials were prosecuted in all directions, but nothing practical was performed. Many years since I saw the result which must, under such a system, be ultimately arrived at, and the consequence was that the more wary retired in time. The bargain which was made by the trustees after the unfortunate and disastrous attempt at liquidation by Mr. R. G. Moore and his colleagues it is not necessary here further to allude to. It has been a matter of surprise to many of the shareholders that their present liquidators have been able to obtain so much returned; nothing but good management on the part of the gentlemen appointed to wind-up the affairs of the association could have effected this. Under an able direction, and a due representation of the English proprietary, much may be achieved. There is now good communication; and there can be no limit assigned to the quantity of coal that can be raised, or the make of iron. All that is now required is good management, and the appointment of proper persons to superintend the affairs of the company in the province, as well as agents with a competent mercantile knowledge to dispose of the produce.—R. R.: *St. Pancras*.

*** The Mining Journal can be procured at our office by Eleven o'clock on Saturday morning. Newsmen, therefore, can make the necessary arrangements to have the Journal at the several stations in time to forward by the mid-day trains, enabling many of our subscribers to receive their copies on the day of publication.

THE MINING JOURNAL
Railway and Commercial Gazette.

LONDON, AUGUST 21, 1858.

The prospectus of the forthcoming session of the Goverment School of Mines has just been issued: the lectures on Chemistry and Physics will commence on Oct. 4, those on Metallurgy on Oct. 11, and on Mining Nov. 3; these will be delivered during the first term. The courses on Mineralogy and Geology will commence in the second term, Feb. 14, 1859; and those on Natural History and Applied Mechanics on Feb. 16.

We have so often alluded to the importance of education to our miners, and earnestly for many years advocated the subject of a better knowledge of mining and its allied sciences as worthy the attention of those practically engaged in the raising of ores, that all we could say would merely be a reiteration of what we have so many times enunciated. We will not refer to the pupils who have in the various examinations so successfully passed through the ordeal; each of these so soon as they have been dismissed have had honourable and lucrative employment offered to them. It cannot be expected that all should gain the prizes or the exhibitions, but even those who do not obtain these honourable distinctions must show some ability, even only to pass muster.

Within the last few weeks the Mining School at Truro has proved an utter failure; that at Bristol may be pronounced a decided success. The Commissioners appointed to enquire into the state of the mining districts having lately borne testimony to its great utility to the working men in that district, and the name of the late Herbert Mackworth will not be forgotten, in connection with Handel Cossham and Mark Fryar. Cornwall is, if we look only to the production of tin, the most ancient mineral district of the kingdom; although its population are migratory, it is an undoubted fact that, like all of Celtic origin, they are clannish, and opposed to all change. According to a generally received opinion in the county none but a Cornish man is capable of managing a mine; the same system which has been pursued by their forefathers will do for them, although they are willing to adopt improvements introduced by Cornishmen; the employment of strangers they deprecate, and hence their dislike to mining education, which must inevitably bring among them people of another class and from other counties. Had the local school flourished it would have extended information and widened the present narrow circle of intolerance and ignorance. It is some satisfaction to know, however, that it received the support of nearly all the intelligent miners of the county, and was mainly opposed by the interests of prejudiced parties, and the dogged obstinacy of many of the most uninformed. The London public are, however, now getting more enlightened, and they prefer rather receiving reports from educated practical men than those which emanate from persons without knowledge or character, and are merely concocted to dispose of worthless setts, long since worked out, of which there remain no authentic records, but are pushed on the market on the faith of ancient traditions and old men's stories. To all such schemes, in the course of a few years, the Mining Record Office, the institution of which is principally due to Mr. Robert Hunt, will inflict a deadly blow. This class of concoctors know that at present, as far as regards themselves and their unfortunate clients, "ignorance is power, and knowledge destruction." With these few remarks we dismiss them, trusting, however, despite their efforts, that in a comparatively brief period the Mining School of Truro will again be resuscitated, and placed on so firm a basis that it will be able to repel all antagonistic attacks, from whatever quarter they may arise.

On looking over the examination papers, we find that many of them were of an excessively difficult nature. In that of chemistry, among others, an outline had to be given of the chemical history of alcohols; and the practical examination consisted in the qualitative analysis of a mixture of several mineral acids and bases; of this there were 24 examples. In physics there were 19 questions; of these it was required that the pupil should satisfactorily answer 11. In general natural history there were 18; and in practical palæontology 16; in mineralogy the pupil, among other subjects, had to define the physical and chemical characters of *zircon, cat's eye, aqua marine, amethyst, chrysolite;* what minerals tin ores were generally accompanied with; and what were the substances with which it might be confounded, and how it could be distinguished otherwise than by chemical analysis. Six of the most important species available as ores of copper had to be described, and 12 mineral specimens were placed on the table, of which the pupil was obliged to give a full description. In mining, the examination comprised the modes of measuring a sett in Cornwall, Derbyshire, and Germany; the faults in coal measures; the history and construction of the *fahr-kunst*, or man-lifting machine; the form of the best kinds of mechanical ventilators, according to the discretion of the pupil, had to be illustrated with drawings; as well as the most approved form of crusher for mixed ores. In applied mechanics there were 17; among these were the definition of the use of steam-engines, the machinery of the crab, derrick, triangle, and shears. In geology 13; among these six of the principal mineral substances that entered into the composition of rocks had to be named; the theory of metamorphism of rocks; the formation of the coal in the coal measures. In metallurgy 22; among these the principles concerned in the manufacture of clay crucibles; what matters formed readily fusible slags with fluor-spar; the practice and theory of kernal roasting; the difference between the American ore hearth and that used in the north of England; the composition of Britannia metal; the conditions tending to produce grey iron ore; by what methods pig-iron may be converted into wrought-iron; as well as the producing malleable iron and steel by cementation. The following specimens had likewise to be named:—1. Britannia metal.—2. Ore-furnace slag.—3. Bronze.—4. Specular iron ore.—5. Refinery cinder.—6. Brass.—7. Blue metal.—8. Magnetic iron ore.—9. Bismuth.—10. Nickeliferous pyrites. Our limits will not allow us to give in detail many of the questions which the students had to answer, but from the few which we have here condensed it will be seen that the examinations at the Government School of Mines are of an eminently practical and useful nature, requiring on the part of the student great application and diligence, and not a mere show, as has been imagined by the opposers of the institution. To the friends of education it must be a source of congratulation to find that the school is gradually progressing, and as its value becomes more known its sphere of utility will be greatly enlarged, and the period is not far distant when, with the aid of this institution, and other kindred, although humbler, establishments that can appreciate the benefit of education, we shall have a corps of intelligent men, who will be an honour to the profession they have adopted, and not a reproach, as in too many instances is now the case; probably then those districts that have rejected the invaluable boon offered to them will see the injury done to them by the folly and prejudice of their predecessors.

According to the latest accounts received from British Columbia, it appears that the superintendents of the Hudson's Bay Company are there enforcing the pretended rights of that monopolising association. The cry of the British settlers who are located in Vancouver's Island is for more assistance from home, in order to prevent the rich area of territory which has so long been fallow from falling under the dominion of the United States. At the period their last advices were dispatched, sufficient time had not elapsed to inform persons residing in those remote districts that British Columbia had become a Crown colony; and on this side, despite the warnings which have been given, and the experiences of Australia, but little activity is shown by the home Executive. True it is that while so many vessels of war are lying idle, and wanted in the Pacific, we see in the present week the Admiralty advertising for a transport ship to take 150 soldiers to Vancouver's Island, *via* Cape Horn. We do not hear of any man of energy and intelligence being appointed in the present emergency, the Colonial Office appearing to rely for support upon the officials of the Hudson's Bay Company, who, from their first formation to the present time, have always discouraged colonisation and immigration in every way, ruling their servants with most despotic power, and summarily dismissing those who dared on their own account to trade, directly or indirectly, with the native Indians. And this exclusive spirit, we may here remark, is not a thing of yesterday, but a traditional policy, which has been strictly enforced and stringently carried out. Since the period the Hudson's Bay Company received their charter from that most profligate of all English monarchs, Charles II., the question of title has been often called in question, inasmuch as at the period the charter was granted, Canada, to which Rupert's Land, by some of the provincials, is claimed to be attached, was at that time under French domination; and even if this were not the case, all legal right to their exclusive trading was terminated in 1698. So far back as the year 1753 a superintendent, who resided there for a considerable period—some six years—published a work, dedicated to the famous Earl of Halifax, from which we quote the following extract:—"They have no legal right to their exclusive trade since the year 1698, at which time the Act expired that confirmed their charter only for seven years; if, therefore, after this period the least evidence had been suffered to transpire that the climate of Hudson's Bay is very habitable, that the soil is rich and fruitful, fit for growing corn and raising stocks of cattle, and abounds also with valuable mines; that the fisheries are capable of great improvements, and the navigation not more dangerous than in other countries; that the trade may even be extended by means of a navigable passage, or at least by a short land passage to the Western Ocean; and that the company from their discoveries and improvements are grown immensely rich and powerful. I say, had such proofs of a fine country and beneficial trade stole aboard in the world, as they must unavoidably have done if proper experiments had been made, the company knew that the Legislature would have taken the right into its own hands, and settled the country, and laid the trade open for the benefit of Britain. They have, therefore, contented themselves with dividing among one hundred persons a large profit upon a small capital; have not only endeavoured to keep the true state of the trade and country an impenetrable secret, but industriously propagated the worst impressions of them; and rather than enjoy the inconceivable advantages of a general cultivation, in common with their fellow-subjects, have, even to the hazard of their own separate interest, exposed both country and trade to the encroachments of the French."

The writer further states that there are copper and lead lodes, deposits of iron, as well as cinnabar, in various portions of the territory, one spot near the Churchill River being particularly rich in minerals. In the year 1726 some persons in their employment wished for a ship and sloop, to search for some mines on the shores of the bay, from which the Indians had brought some valuable ore: this met with no encouragement, and the persons told the Governor that if they did not chose to equip them for that service some others would. The company then complied, the vessels unfortunately foundered, and some of the directors stated they did not value the loss of the ship and sloop, so long as they were rid of those troublesome men. This was written over a century since, during the corrupt time

that Sir Robert Walpole was Minister, when monopolies were granted or confirmed to those individuals or corporations who could most amply bribe the reigning favourite of the day. At the present time the company have thrown themselves on the mercy of the House of Commons; but it will be seen from the evidence of Mr. J. Cooper, given before the Committee of the House of Commons in May, 1857, that they were aware of the discovery of gold at Fraser River for the last three years, as well as the agricultural value of the country; but they carefully kept the secret, that they might purchase the gold at their own price, and sell the goods from the store at Fort Colville, at which they accumulated them, with a view of disposing of them at a large profit to the miners.

From San Paul, in Minnesota, according to reliable information, it appears that the whole distance to Fraser River is 1650 miles, and the journey can be accomplished in 70 days, at an expense to a company of 10 persons of 180 dollars each; another route is down the Red River to Lake Winnipeg, from Winnipeg to Saskatchewan, 200 miles water; up that river, 1000 miles water; and through the Rocky Mountain pass to Fraser's River, 200 miles land; from Vancouver's Island to the lower portion of the mines as far as developed to the mouth of Fraser River, across the Gulf of Georgia, 90 miles; to Fort Langley, 25 to 30; from thence to Fort Hope, 67; and to Fort Yale a further distance of 12 miles. From Vancouver's Island steam navigation is now established throughout.

At a meeting of the Geographical Society, in January, 1857, a paper was read by Mr. T. Bannister, of the Inner Temple, formerly an officer in Her Majesty's service, stating the feasibility of a railway entirely through British possessions, and we regret that our space allows us here but merely to allude to it, although it is our intention, in our next publication, to draw attention to the several lines of railroad which have been projected, together with the physical features of the districts it is proposed they should severally traverse. It is stated that there is plenty of gold, and those who go to the mines can make from $50 to $60 per diem by hand. By the latest advices the water was too high, although at some of the bars good work was being obtained. One man had worked for ten days, and brought down with him a sum of $1100. The great complaint was want of tools and provisions. Gold has likewise been found at Whatcom, a few miles from the Chilacook River. Fraser River, it is said, undergoes two falls a year, one in June the other in August, the freshet in those periods being caused by the melting of the snows in the Rocky Mountains coming through the Thompson River. The Indians, even to the children, were all engaged in mining, and this with the roughest implements. Already the American Government have dispatched a commissioner, Mr. Nugent, to look after the rights of the citizens of the United States who may locate themselves in British Columbia. Some months will elapse before the collective wisdom of the Legislature will again assemble, and in the meanwhile the interests of this important possession, without controul, will rest in the hands of the Secretary for the Colonies. At various ports several vessels, we see, are already berthed, and supplies are no doubt on the road from both Australia and South America. It is to be hoped that shortly there will be a strong infusion of the Anglo-Saxon element in the population, and by this we mean persons direct from the mother country. If such an immigration take place in sufficient numbers, we may reasonably hope that, now the monopoly of the Hudson's Bay Company is virtually abolished, British Columbia will speedily become a settled country, that towns will spring up, and uninterrupted communication be formed through British possessions connecting the two great oceans, the Atlantic and Pacific, and thereby further affording an impetus to the further extension of our interests and commerce.

In our last Journal we referred to the report of the Commissioner appointed to enquire into the operation of Act 5 and 6 Vict., c. 99, and into the state of the population in the mining districts, and now revert to the subject to detail more fully the particulars and opinions contained in the report upon certain matters of general interest. The complaints relative to the truck system have been completely quieted by the thorough investigation which the subject has undergone, and which has shown that in the judgment of the House of Commons no further legislation is, for the present at least, expedient. The various grievances relating to the modes and times of paying wages; to the deficiency, over-crowding, or bad state of houses; to the modes of determining the weights, or quantities or quality, of the men's daily work; the mode of levying fines, and other minor causes of irritation, have been met of late years by the masters in a spirit of fairness and conciliation, which has gone a great way towards laying the foundation of a state of confidence and good will, of the greatest value to both parties.

The prize scheme, introduced by the Rev. J. P. Norris, has continued successful, and the benefits arising from it are felt by all. In the Sheffield district much good has resulted from the Rev. Dr. Sale, the vicar of Sheffield, having lent his aid to the extension of the system. In South Wales the exertions of the Rev. H. W. Belliars and Mr. J. Bowstead have been productive of much good; but to ensure a continuance of the success which has hitherto attended the system in that district, it will be requisite for those locally connected to rely more upon themselves for the future. Satisfactory proof of the improved feeling existing between the masters and workmen is afforded by the steps taken by the South Wales colliers upon a recent occasion, when a reduction of wages was necessary. In the Merthyr district the reduction was at once accepted, and although in the Aberdare Valley, adjoining, the men turned out, upon Mr. H. A. Bruce (the member for Merthyr) calmly and deliberately discussing the position of affairs with them the difficulty was speedily removed. In South Staffordshire Mr. Phillip Williams, Mr. Hartley, and the Earl of Dartmouth received a deputation of the colliers, and afforded them such satisfactory explanations as to the necessity for reduction that a strike was prevented.

The evils arising from the illegal conduct of the butties will ere long be removed, Messrs. Bagnall, Mr. Smith (on behalf of Lord Ward), and other leading employers being very active in their endeavours to ensure justice to the workmen. The colliers of Yorkshire and Lancashire appear to be the only men who remain in the ignorance existing 20 years since—the old idea of a monster combination of workmen, having for its object the restriction of labour, is still entertained by them, and they seem utterly unable to discern that every strike brings new labourers into the maket, and thus tends to depress wages. Whilst the colliers of all other districts have elevated themselves in the social scale, the Yorkshiremen remain unchanged; but it is to be hoped that the exertions of those who are endeavouring to improve the colliers' condition will no longer continue unavailing.

The Institution of Engineers in Scotland have issued, with the *Transactions* for their first session, a draft code of rules for a projected association, similar to that at Manchester, for the Prevention of Steam-Boiler Explosions. The leading object of these associations is to provide such a voluntary inspection as will effectually remove the necessity for the appointment of Government Inspectors; but they also afford useful information, leading to increased efficiency and economy. The advantages of the Glasgow Association are to be extended to all persons using steam-boilers and engines in Glasgow and its neighbourhood, or on the Clyde and adjoining navigations, who choose to avail themselves of it; and, from the benefits which have resulted from the operations of the Manchester Association, the most complete success is anticipated. The rules by which it is proposed to govern the Glasgow Association do not materially differ from those of the society upon whose model it is to be formed, and a meeting of those interested in the establishment is to be forthwith called, to consider and, with such amendments as may then be deemed requisite, adopt them.

We have received several communications, from which it would appear that an idea exists that the "Steam-Boiler Assurance Company" will supersede associations for the prevention of steam-boilers explosions, or, at least, render them comparatively useless; but, from what we understand of the constitution of the Assurance Company, we cannot coincide with this opinion, and should rather assert that the one society will assist the other, and render its operations more satisfactory both to the owners of boilers and those otherwise concerned in the prevention of accidents. It is true that a certain amount of inspection is proposed by the Steam-Boiler Assurance Company, but this only to protect themselves; and, although it will be to their interest to have all boilers kept in as good a state as possible, it can be no more expected that they will supersede the associations for the prevention of explosions than that a life assurance company will supersede the physician. Each has its mission to fulfil; and if each do its duty the benefit which will be conferred on the owners of, and workmen employed about, steam-boiles will, doubtless, be very great.

We contend that the extension of associations for the prevention of steam-boiler explosions to all town or cities in which a large number of boilers are employed would add both to the efficiency and the profits of the Steam-Boiler Assurance Company and, at the same time, confer greater benefits upon the public. The premium charged upon boilers under the inspection of a society for the prevention of explosions would, of course, be lower than in other cases; but the risk to the Assurance Company would be proportionably less, whilst the public would have an advantage from the inspectors employed by the Assurance Company being enabled to devote more time to districts where societies for the prevention of explosions do not exist. The object of the societies for preventing explosion is to produce a more careful system of working, and render the employment of steam far less hazardous; but, as it can scarcely be hoped that accidents will be entirely avoided, the Steam-Boiler Assurance Company offers to undertake the risk upon the payment of a small annual premium. The inconvenience and loss from stoppage of works should alone be sufficient to inculcate the utmost caution amongst owners of steam-boilers; but as there is almost always a loss resulting directly from the explosion, they have a great inducement to avail themselves of the assurance principle.

The Steam-Boiler Assurance Company will not insure loss occasioned by stoppage of works; but they propose to assure the lives of workmen and others to a limited amount per head; and we believe that, even where the owners of boilers are so improvident as not to insure, the men might well avail themselves of the advantages thus offered by the company. By effecting an assurance for 1000*l.*, the representatives of deceased workmen would received 50*l.* each, even if 20 were killed by an explosion; and in most works the contribution from each, to pay the premium upon this amount, would not exceed a penny per week, With such facilities for providing against casualties, we should hear no more of subscriptions for relieving the relatives of those killed by boiler explosions.

When it was proposed to designate the British colony in the Pacific as New Caledonia, we at once pointed out the inconsistency of the appellation, and the confusion which might ensue by the name being that of a terrritory held by the French, between which and our Australian colonies considerable trade was carried on. Our remarks had weight at the Colonial Office, and the more appropriate term of British Columbia has been adopted. We should not have made further remark as to the name had not some of our contemporaries alluded to the subject, as if they had been the means of securing this judicious change of appellation, but as we stood quite alone at the time on the point we are entitled to take credit for the alteration, which has met the general wish of the country, so far at least that this portion of our British possessions should not be known by a name of a French settlement. Further accounts from British Columbia show that the statements as to the deposits of gold were not exaggerated, and it would seem that altogether it is destined to become a most important portion of England's possessions. The precious metal is represented as existing in great abundance in many localities, and that for years to come it will form a staple article of export. With the extension of civilisation and the settling of Europeans the surface production of the country will become of essential importance; for the soil is luxuriant in most parts, and capable of yielding almost every description of agricultural and pastoral produce. Much, of course, will depend on the system of general arrangement laid down by the Executive. If law and order be rigidly enforced, encouragement will quickly be given to emigrants and others to proceed to this new region; but if confusion and Lynch law are permitted to be "the order of the day," a lengthened period must elapse before the natural resources of the country can be rendered of commercial use. We have, however, great confidence in the present Colonial Secretary, and we feel assured that every precaution will be taken to prevent self-constituted attempts at Government by the mining and other European populations, and that order and security will be strictly maintained. Ample powers for this purpose have been granted by Parliament, and there is every element to render British Columbia a home for those who may try their fortunes in this new region of auriferous deposits.

We learn that the applications for shares in the North Rhine Copper Mining Company of South Australia exceed by many thousands the number to be disposed of. This is an important fact in every sense, more especially in connection with the class interests which this Journal represents. It is purely a mining company, and introduced to the public at the most unfavourable season of the year for procuring money for any description of enterprise; yet within ten days after the first advertisement appeared the capital was subscribed. Had it been brought out before the autumnal holidays commenced, or after the return of the merchants and others to London, we doubt not but that success would have been still more rapid. At this period all who can absent themselves from the metropolis, and in the moneyed circles of the City there is almost a total abandonment of business; while those who remain do not enter into matters beyond what is absolutely necessary. Under these circumstances the North Rhine Copper Mining Company was launched, yet its success is complete. It shows that there is money ready for the support of projects which are legitimate and sound, and a willingness on the part of the public to invest in enterprises of this nature, where there are reasonable grounds for looking for remunerative returns. At the Stock Exchange, moreover, we hear that the result which has attended the announcement of the North Rhine Copper Mining Company has given general satisfaction, inasmuch as it is looked upon as having been the means of dispelling the apathy which seemed to exist wtth the public, and that it will be the harbinger, it is thought, of many other projects, to give animation and business to the brokers after the holidays. It is the first successful mining company which has been introduced for a considerable period, and we hail its completion as a matter of interest and moment to the mining community. On the strength of the success which has attended the North Rhine Copper Mining Company of South Australia, rumours are current of the introduction of other mining undertakings, but unless they are *bonâ fide*, and brought forth on solid and unquestionable grounds, with equal prospects of benefit to the shareholders, and on similar equitable terms of purchase, a different result will ensue. It is evident that the public do not now go recklessly into any undertaking merely because it is new, but carefully weigh merits, and discern between good and doubtful projects.

The Berlin Water-works Company held a half-yearly meeting of its proprietary, on Thursday, and again presented a most unfavourable state of things. The expenditure exceeded the income of the six months by 3113*l.*, and an outlay of 17,000*l.* has forthwith to be made in the repairs and replacement of pipes destroyed and damaged, in consequence, it is stated, of protracted frost. This is a hopeful state of things for the shareholders; but if English capitalists will allow themselves to be induced, by interested advisers, to embark in such projects in foreign countries, they must abide the consequences of their own act. We have frequently contrasted the issue of such undertakings abroad with those at home, and shown incontestibly that if such associations in our country, under careful and economical management, do not pay more than 5 per cent., there is but poor prospect of beneficial results where there is not direct supervision by the London board of directors, and where everything, necessarily, costs much more both in construction and maintenance than in England. The breakage of the pipes in Berlin is a case in point. It seems remarkable that a little longer continuance of frost than usual should have caused such a serious loss, and leaves room to question whethes an adequate strength of piping was used, or whether there has not been gross dereliction of duty in allowing the pipes to be laid so near the surface as to be influenced so extensively by the state of the weather. Apparently there is something very wrong in the local management. The directors have resolved to relinquish their attendance fees, but we apprehend that this will form but a poor fund, either for the payment of dividends to the disappointed shareholders, or for meeting the very heavy expenditure which the company is now obliged to undertake.

Australia in a Month.—It is generally considered that the long sea passage between England and Australia might be materially shortened by an improved construction of vessel. Acting upon this supposition. Mr. W. H. James, who has the honour of being eldest son of the originator of our present railway system, proposes to employ multi-cylindric and cellular hulls. His invention (fully referred to in the *Mining Journal* of Aug. 7) is equally suitable to vessels intended to be propelled by sails, and to those in which steam is the motive power. With steam power it is anticipated that the voyage between England and Australia will be accomplished in a month, and that a reduction of 50 per cent. will be made in the carriage and interest of all gold and specie transmitted by them; this in the course of the year would amount to an enormous sum, and as the use of the inventor's improved engines would effect a still further saving, there appears a great inducement to give the project a fair trial. With respect to sailing vessels, great advantage would be derived in the transport of heavy goods, as the great strength and capacity for cargo would enable such goods to be carried at a much lower rate, whilst the speed would still be equal to that of vessels as at present constructed. The invention has much to recommend it, but it can only be fully appreciated by examining the engravings and specifications, which have been lodged at the Patent Office.

Electric Light.—Some improvements in the double fluid battery (such as Grove's and the Maynooth) have been introduced by Mr. E. Hunt, Lambeth. In place of the porous earthenware cell and negative metallic plate, he employs a cell of carbon or graphite as the electro-negative element, and which serves as a receptacle for the nitric acid or other fluid used. Such cells may be cut from dense blocks of graphite or carbon from gas works, but he prefers producing them by taking finely divided coke, graphite, charcoal, or other carbon, and intimately mixes the same with a sufficient quantity of tar, oil, or other suitable hydro-carbon, until the mixture becomes sufficiently adhesive to cling, or hold, together; then he moulds the mixture into any desired hollow form or cell, and subjects it to a red heat, which gives cohesion to the mass; and by repeated alternate immersion in the tar, and exposure to heat, any density may be obtained. He proposes a similar material for electrodes: he takes the residuum from the distillation of tar, reduces it to an impalpable powder, mixes it with tar, and moulds it into the desired form, obtaining density as before.

The Mining and Industrial Interests of Cornwall.

[From our correspondent in west cornwall.]

Aug. 19.—There are reports in West Cornwall to the effect that two or three more companies are about to become purchasers of copper ores. One of these, the Metal Company (St. Helen's, Lancashire), have given notice of their intention to become bidders at the ticketings, and they will shortly, it is said, be followed by two other companies. It certainly appears extraordinary that so profitable a business as the copper smelting should so long have been left in a few hands. The profit on the returning charges, on the 21 cwts. to the ton, and the much larger yield of metal in the furnace than the assay indicates by which the ore is bought, must altogether amount to a very large percentage, and make it no longer a matter of surprise that immense fortunes are accumulated by copper smelting. At the present time, when money is obtainable at so low a rate, it would seem that copper smelting would be one of the businesses which capitalists would be strongly disposed to embark in. It was formerly said that some capitalists who were thinking of the matter were deterred from entering the trade by a knowledge of the immense resources, energy, and determination to put down competition which would proceed from Mr. Michael Williams. If this were so, Mr. Williams's death has removed an obstacle to competition. Of late years the companies have been getting fewer, there being now three or four firms on the list which are merely nominal buyers, and appear there only in form. They have been swallowed up by one or two of the larger firms, by whom the purchases are in reality made. The miners would be heartily glad to see more competition, it being indeed very doubtful whether there is now any real competition at all. If more companies came into the trade, there would be some chance of the miners getting better prices for their ores, as a perfect combination could not be so well carried out amongst many companies as amongst a few.

It is also stated that there will soon be two or three more firms purchasing tin than there have been, and, consequently, the tin standard may be expected to rise higher, in proportion to the price of block tin, than we have generally seen it. Thus the tin mines will have the benefit of this increasing competition in the trade.

The copper standard declined a little last week. If it had advanced, the price given for ore copper would have very speedily led to an advance in the price of cake and manufactured copper. It is possible the standard may fluctuate for a few weeks; but there are reasons for concluding that the tendency will be a rising one between this and Michaelmas, and it may be expected that the price of copper will also advance.

There is not much doing in mining shares. South Frances shares are low. West Seton declared on Monday a dividend of 7*l.* 10s. per share; the previous dividend was 8*l.* per share. The profit on the two months' working was 2947*l.* The ore money credited in the present account was 6149*l.*, whilst the ore money to be credited to the next account is 5755*l.* The agents state that this difference of nearly 400*l.* does not arise from any diminution in the quantity or quality of the ore, but from the drop of the standard, which, between the sales of May 6 and June 3, affected the returns to the amount of nearly 360*l.* The mine continues to be very productive, especially in the stopes in the bottom of the 90 and back of the 100 fm. levels. It was resolved to purchase Tresavean engine, capstan, and shears, for 1000*l.* At Great Alfred, the lode in Copper-house shaft continues worth 100*l.* per fm. for the length of the shaft. The agents state that in about three months they are likely to get down to the 200, and lay open some rich ore ground. If they sink so fast as this they will be more fortunate than in most mines. At Condurrow meeting, there was a balance against the adventurers of 80*l.* The mine is selling a considerable quantity of ore and black tin, but the costs are heavy, amounting with merchants' bills to about 1200*l.* per month. South Wheal Tolgus does not make so much progress as was expected; the bottom levels, however, look well west of the shaft. West Damsel has been poor for some time, but has lately improved. West Basset is looking well at different points; the 84 west, on north lode, is worth from 30*l.* to 40*l.* per fm. Some attention has lately been drawn to Penstruthal, in consequence of the improved appearance of the mine. The lode is a large one, and should it make ore again as in the former working, the mine will be a prize. Between 1819 and 1846 this mine sold 51,827 tons of ore, which realised 217,133*l.* At Wheal Grenville, the lode in the shaft is about 2 ft. wide, and from its composition indicates a course of ore at greater depth. West Grenville has a very promising lode in the adit end. East Basset shares have advanced to 98*l.* Wheal Margery is stated to be looking better. Wheal Margaret has improved, and is likely to increase returns.

In the Stannaries Court, held at Truro, an application was made to the Vice-Warden to issue an order for the production and inspection of a mining lease. This was an unusual application, and may be worth noticing. The plaintiff was Mr. J. Laity, whose father possesses some mineral rights in lands in the parish of Perranuthnoe, and the defendant was Mr. Absalom Bennett, who is well known as having set Tolvadden Mine to work, and as being the purser and a large shareholder in that mine. In the neighbourhood of Tolvadden is a field called the Welldown field, the surface of which belongs to the plaintiff's father, whilst the mineral rights below surface belong to two persons—plaintiff's father and Mr. John Jope Rogers, who hold in undivided moieties. Mr. Absalom Bennett claimed a right to mine in this field under a lease for 21 years, which he asserted he had obtained of Mr. Rogers and of plaintiff's father. There was no dispute as to Mr. Rogers's grant, but as to the other deed, plaintiff asserted that his father had only granted a license to work for minerals for six or twelve months, and that the license expired in May last. Acting upon this belief, plaintiff erected a windlass over a shaft in the field, on May 19, to commence mining, upon which Mr. Bennett, or his agents and workmen, entered the field and carried off the windlass. Plaintiff, therefore, sought to bring an action for trespass, alleging that what he had done was under the authority of his father. He stated that his father had no duplicate of the lease, and he applied, on affidavit of the facts, for an order for its production and inspection, that it might be seen whether it was for six or twelve months only, or for 21 years, as stated by Mr. Bennett. The Vice-Warden granted a rule *nisi* to show cause why the document should not be produced, and defendant's attorney subsequently showed cause against the rule. He stated that Mr. Bennett is a large holder in the very fortunate mine of Tolvadden, which had excited the envy of the plaintiff and other people, and that was the reason why this action was brought. That prior to the discovery of the rich bunch of ore in Tolvadden, Mr. Bennett had the intention of working Wheal Neptune, an old and formerly rich mine in the neighbourhood, and for that purpose he obtained setts of the lords, and amongst others the moieties of this Welldown field. Defendant's attorney objected to the production of the lease on some legal grounds, but especially because, he said, it had been insinuated by plaintiff that the document in defendant's possession must be a forged one. He then put in an affidavit by defendant, to the effect that defendant had no license for six or twelve months, but that he had a lease of the Welldown field for 21 years of plaintiff's father, of which about three years only had expired. Plaintiff's attorney replied, disclaiming any imputation of forgery, and eventually the Vice-Warden, on production of an affidavit by plaintiff's father that he had no such document in his possession, and that he assented to plaintiff's application, made an order on defendant to produce the original grant or agreement for inspection by plaintiff or his attorney on August 21.

The only other case possessing any novelty in this Court was that of

Rashleigh and others *v.* Trethewy and others. The action was one of ejectment, brought to recover possession of Beam Tin Mine, situated in the parishes of St. Austell and Roche. Defendant's advocate, Mr. Stokes, objected to the jurisdiction of the Court, chiefly on the ground that the issue in the case involved a question of freehold right. Some evidence was given, and the Vice-Warden decided that the Court of Stannaries had no jurisdiction, as the issue involved a question of freehold.

The Cornwall Railway is in a progressive state. The first span of the great bridge at Saltash has been successfully raised three feet. Messrs. Evans and Co., who work the South Devon line, have contracted to work the Cornwall line when it is opened. Contracts have also been entered into for building the carriages, and for erecting some of the stations.

THE IRON AND METAL TRADES OF STAFFORDSHIRE.

[FROM OUR CORRESPONDENT AT WOLVERHAMPTON.]

Aug. 19.—With respect to the Iron Trade, nothing more can be said than that the general opinion is, that if there is any change it is for the better; but the improvement is very slight, and more decided indications are necessary to give assurance that the depression is passing away. In the general metal trades of the district there is a little more activity, but its extent is slight. The tin and japan manufacturers are rather better employed, but the makers of hollow wares, both in this town and about West Bromwich, are very scantily supplied with orders.

It was stated last week that the strike of the thick coal colliers appeared to be nearly terminated; and there is good reason to believe that this was correct, although outside appearances this week would suggest a different conclusion. On Monday and Tuesday three large meetings of colliers, attended by from two thousand to nearly three thousand persons, were held in Tipton, Wednesbury, and West Bromwich, on open pieces of land; other meetings, at which less numbers were present, being held in rooms at night. So cut off is the daily life of a collier from ordinary observation, on account of his occupation keeping him confined in the bowels of the earth, that it is interesting to learn from such occasions the ideas, sentiments, and complaints of this class. A most benevolent and intelligent proprietor of very extensive works and mines in South Staffordshire, who makes a point of conversing with his men, and affording them an easy opportunity of stating any grievance of which they may complain to him, not long ago expressed his great regret that the peculiar employment of the miner precluded the masters from intercourse with him, and prevented them from obtaining that knowledge of his duties and difficulties which would enable them to protect him from the petty tyranny which butties, in common with all persons put in authority over their fellows, are apt to exercise. As one of the colliers remarked at West Bromwich, no eye but that of the Omniscient witnesses their hardships. The strike relates entirely to the reduction of wages from 5*s.* to 4*s.* per day, which the masters insist upon; but this formed subject matter of but a very small portion of the speeches delivered at these meetings, which dealt with every grievance of which the men complain. With one exception, the addresses were free from violence or political allusions,—the exception being a man named Miller, a dealer in drugs, which he retails at the markets, who denounced the aristocracy, saying, that the day would come when they would have to work for their living as the colliers did, and when their daughters would have to shoulder a pick. He also made some remarks about the police, of a character by no means calculated to promote the preservation of the peace; and ending by saying that, if any of them got into difficulties, his sovereign was ready to secure the services of Mr. Roberts, of Manchester, to defend them.

It is worthy of remark that the meetings are commenced by singing a hymn, usually one breathing the noblest sentiments of Christian charity and good will. Several of the speakers employ religious expressions largely in their addresses, and both these and the hymns are treated with great respect by all, many joining in the singing with evident heartiness and sympathy. Some of the speakers are less religious in their tone, but all take their stand on the great doctrines of Christianity as the starting point of all their demands. The behaviour at the meetings has been most orderly. Rather tedious addresses were listened to with respectful and patient attention, and the audience were throughout remarkably quiet. It is worthy of remark that scarcely a word was uttered casting blame upon the proprietors of the mines, the butties, of charter masters, being the objects of almost all the censure, except so far as it was cast on the men themselves; and almost all the speakers told their fellows of their faults very freely, and the strictures were received without any demonstration of bad feeling, except in one case in which a young man, who writes rhyme, went so far as to say that the colliers were as badly off when trade was flourishing as in periods of depression, owing to their bad habits, when some murmuring, chiefly to the effect that he was wandering from the point on which he was called upon to speak, brought his address to an abrupt termination; but even he was applauded, when he afterwards read a medley of prose and rhyme to the meeting, which he had composed.

With regard to the main question, that of the proposed reduction of wages, it was contended that the price of coal was sufficient to enable the masters to pay the former wages of 5*s.* per day, that is for what is call a day's work. Some of the speakers said, and the meeting appeared thoroughly to coincide with them, that if the masters would reduce the amount of work in proportion to the reduction of wages they would be satisfied. It was a leading point with the speakers to restrict the amount of work done. It was remarked that much evil had been done by thin coal men doing the work of a day and a half in a day, and thick coal men doing the work of a day and a quarter, and this was strongly censured by all the speakers.

Apart from the question of wages, the great source of complaint was the butty system. One of the principal speakers, a man named Jackson, urged the entire discontinuance of this system, and that instead of it the men should be formed into parties to work the coal, which he said would have the effect of giving all an interest in preventing idleness and bad management. Jackson said he was once a butty, and said his pits were taken away from him because he would not crack his bottles of wine with the others. Much was said of the extravagant style of living of the butties, their riding about, living in profusion, and amassing property rapidly. He stated that the miners, when working at day work often had to work for four hours or four hours and a half for a quarter, and when working by measure a long yard stick was used, so as to make it appear less than its actual amount. The practice of 6*d.* being stopped from the wages for ale, paying wages at public-houses, and, as the crowning even of all, butties keeping public-houses. It was stated that Mr. Bagnall, on being spoken to on this subject, said that if any of his butties kept public-houses he should require them to give them up. Other proprietors do the same; the firm of G. B. Thorneycroft and Co. being an instance. With respect to the thin coal miners, it was remarked that one of their great grievances was that they paid 4*d.* per week to a fund, out of which they received 6*s.* per week if disabled by accident; but from which nothing was given if they were ill, even if the cause was working in a damp pit, and that the amount received from this fund was nearly double what was disbursed. The formation of a union amongst the colliers was strongly urged, and at the evening meeting at Tipton the men were advised to join the Union established in North Staffordshire, from which place, as well as from Yorkshire, they were promised help by one of the speakers, if they would stand out against the reduction of wages.

As regards the general grievances complained of, it is needless to say that the time when the men are contending with their masters against a reduction of wages is not the best moment at which to ask for their protection against the tyranny of the butties. Many of the coal proprietors sympathise with the men in respect to the practice of the butties keeping public-houses, whilst the stoppages for ale, and paying wages in public-houses, are illegal, and it was only on Wednesday last that a butty had to pay about 20*l.* for such stoppages, and a more stringent law does not exist than the Truck Act. Of course, to resist the evils complained of, general agreement and some courage is necessary. It is certainly not creditable to the colliers to allow their work to be falsely measured by over-reaching butties, or to submit to be paid for a quarter of a day when they work half as much again.

With respect to the direct question at issue—the reduction of wages—the main point in relation to it was not alluded to. Independent of the coal used for domestic purposes, a large part of the coal raised is used in the manufacture of iron, the great reduction in the price of which, owing to the depression of trade, renders it necessary to reduce, if possible, every item in its production. All other wages, except those of the thick coal colliers, have been reduced throughout the district; but it must be acknowledged that the reduction now sought to be made is very large, amounting to 20 per cent. Whilst all hands were held up at the meetings in favour of standing out, there was by no means a hearty vocal response from the meeting when the speakers put the question, whether the resistance was to continue or not, and a good deal was said about men putting up their hands to stand out and afterwards accepting the reduced rate of wages; and at the evening meeting at Tipton it was stated that some who so held up their hands at the meeting on the same morning had actually their suppers in their pockets at the time, ready to go to work that night, as they had done subsequently. Many of the men are said to have gone in this morning, and there appears every reason to anticipate that the strike will shortly terminate. It may be observed that a large body of police has been close at hand on the occasion of every meeting, armed with their cutlasses, a precaution which past experience dictates the necessity of. The police were generally received with the greatest civility, and even thanked for attending.

In the course of the speeches reference was made to the Act for the protection of miners, and Mr. Lionel Brough, the Inspector in this district, was the subject of hearty eulogy, great regret being expressed that he was about to leave. Mr. Brough has been singularly successful in securing the good opinion of all those with whom he has come in contact in the performance of his duties. No man could have been more zealous, active, and decided, in dealing with every case that came under his notice, with a view to enforce attention to the provisions of the Coal Mines Inspection Act, and the special rules established in the district under its provisions. He has never failed to point out neglect, either in not providing proper apparatus, or in the superintendence of colliery operations, and he has always sought to fasten responsibility, as far as possible, upon those occupying the highest position. At the same time, he has not forgotten that progress is slow, that prejudice is stubborn; and, by adopting a conciliatory tone, he has been able to make his influence far more effectual than if he had displayed a violent antagonism to modes of procedure of which he felt it his duty to express decided disapproval. However disposed to congratulate Mr. Brough upon his appointment to a district so much more desirable as a place of residence than South Staffordshire, his departure cannot but be regretted. His successor, Mr. J. Longridge, of Barrington Collieries, Morpeth, is understood to have passed a very successful examination on the occasion of Mr. Brough's appointment, and this, with his experience as a viewer in the northern collieries, afford grounds for anticipating that he will prove worthy to succeed his predecessor.

To-morrow a noble result of engineering skill and enterprise is to be publicly opened. This great work is a tunnel through the Rowley Hills, by means of which easy communication by canal will be afforded for the conveyance of the ten-yard coal, which is found in great abundance in a large district in East Worcestershire, for use in the iron-works of South Staffordshire, and for the transport of ironstone and limestone from the latter to the former district. Hitherto the only canal communication has been by a low narrow tunnel, constructed in 1790, through which only one boat can pass at a time, propelled by means of the legs of the boatmen being pressed against the roof of the tunnel. By this primitive mode, appropriately called "legging," a boat requires three hours to pass through the tunnel; and as only one can go through at once, the passage being available alternately for boats proceeding in opposite directions, six hours elapse before another can follow. The result is, the boats are kept waiting for a long time, great expense is incurred by this tedious process, whilst the delay leads to extensive pilfering of coal; and thus the want of a more speedy transit adds 1*s.* per ton to the cost of the coal conveyed through this tunnel. Such a state of things naturally gave much dissatisfaction. The iron and coalmasters urged the Birmingham Canal Company to provide a more expeditious means of transit, and the London and North-Western Railway Company offered to guarantee 4 per cent. on the shares raised for this purpose. The plans were prepared by Messrs. Walker, Burgess, and Cooper, engineers, of London, and the contract taken by Mr. George Meakin, formerly an agent under Mr. Brassey, the celebrated contractor. The new tunnel is 27 feet in width, having a towing path on each side, with a guard rail between the path and the water, which is wide enough for two boats to pass. It is 17 feet high to the top of the arch. The length is a mile and three-quarters. There are seven air-shafts in its length, and the interior is lighted with gas. In the case of the old tunnel the delay is further increased by the Parkhead Locks, near the entrance, which are avoided in the new one from the difference of the level. A new piece of canal, from Netherton to the Woodside Ironworks, further facilitates access; whilst a series of locks at the Delph, Brierly Hill, affords much more easy communication with the Stourbridge Canal, and will open up the valuable mines of coal in the Himley district. The total cost of these extensive works will be upwards of 300,000*l.* They are regarded as most important in increasing the supply of coal to the iron-making districts of South Staffordshire, as well for use in the works as for domestic consumption. The canal through the tunnel will form a very long length, free from locks, and will consequently afford an excellent opportunity for testing the practicability of employing screw-steamers for propelling trains of boats instead of horses; and an engineer in Birmingham, it is said, intends to try the experiment.

REPORT FROM YORKSHIRE, DERBYSHIRE, AND LANCASHIRE.

[FROM OUR CORRESPONDENT IN CHESTERFIELD.]

Aug. 19.—The position of the Iron Trade this week is somewhat improved, and a better supply of orders, particularly for rails and bars, have been received. The enquiry for pig-iron is better, and prices are maintained with greater firmness than for the past few weeks.

The Coal Trade wears an improving aspect; and as the demand for the manufacturing districts is being augmented, we may regard this as a favourable indication of the future of the trade.

In the South Yorkshire district another of the Oaks turn-outs has been committed for intimidation. The state of feeling in Barnsley and the neighbourhood is at a high pitch of excitement, owing to the unfortunate disputes between the masters and the men, which is fostered by the Colliers' Union. In other parts of the colliery districts these Unions are being formed by the men who are sent as delegates from the Barnsley Society. A meeting of colliers was held on Monday near Halifax, the object of the gathering being to consider the propriety of the men joining the Wakefield and Methley Miners' Association, and to shorten the hours of labour from 12 to 8 hours per day. Addresses were delivered by several of the men, and it was agreed to join the Union. The strike in the Wakefield district still continues, and about 600 persons are out of work, and receiving pay from the Union of 3*s.* each, and 1*s.* per week for each child belonging to their families.

The Dunston and Barlow Company's works at Sheepbridge, near Chesterfield, are progressing satisfactorily towards completion. The new blast furnaces are nearly finished. The works are already affording employment for about 400 hands; and as soon as the furnaces are completed that number will, no doubt, be considerably augmented.

There is no movement of any importance in the mining district of Derbyshire. The Mill Town Mine, at Ashover, is improving. The Mill Dam Company have a meeting at Sheffield on Tuesday. The new shaft is down about 27 yards, and some good specimens of ore have been discovered in sinking. The Matlock Mines are not making much progress. We have heard that the Stoney Way Mine was yielding some good ore, but we have no information of it beyond a vague rumour.

The completion, after nearly twelve years' labour, of the celebrated pit at Dukinfield, has afforded an opportunity of arriving at an accurate conclusion as to the rate at which the temperature increases as we descend towards the interior of the earth. From observations made whilst the works were progressing, it appears that from 51 deg. Fahr. at a depth of 3 fathoms, the heat has gradually and nearly regularly increased to 75¼ deg. Fahr., at a depth of 340 fathoms. It may be interesting here to recapitulate some particulars relating to the operations, more especially to correct erroneous statements which may have been received. The pit is 12 ft. diameter, but in one or two portions of the shaft this width has been somewhat exceeded. In the sinking, seams of coal of the average thickness of 27½ yards have been passed through, the remainder being hard rock and shale. The shaft, with the exception of some 20 fathoms which is tubbed with iron, is walled with 9 in. arch bricks, with occasional rings of masonry; to add strength, 7300 cubic ft. of stone, and 750,000 bricks, have been used. The water made is about 165 gallons per minute, which is raised to surface by 6 plunger lifts (4 of 12 in. in diam., 1 of 9 in., and 1 of 7 in. in diam.), having a stroke of 8 ft. each. Each stroke of the pump raises 38 gallons of water. The total weight of the pump-rods, plunger-poles, &c., is 85 tons, 40 tons of which is balanced at surface by a balance-beam. The pumps are worked by a side-lever Cornish engine, with a 70 in. cylinder, 8 ft. stroke, the steam being supplied by three boilers 34 ft. long by 6½ ft. diam. The engine is estimated at 270 horse-power. The winding engine is low pressure, 170 horse-power, with an ordinary working pressure of 12 lbs. per square inch. The winding ropes pass over pulleys 15 ft. diam., which are supported by the head gears at a height of 50 ft. above the landing stage. An air-shaft is in course of sinking within a short distance of the main shaft; when completed, it is to be used for drawing coal, and for that purpose preparations are being made for erecting an engine of 80 or 100 horse-power.

A great improvement has been made in the mode of dressing the coal for the London market at the Gawber Collieries. Accustomed until recently, in consequence of the low price paid for the coal in this district—from 4*s.* 3*d.* to 5*s.* per ton—to send it out without thoroughly ridding it of the small coal and slate, it ill suited the critical taste of the people of London; the consequence has been that our coal, badly dressed (being sent into London to compete with the Wallsend coal, upon which every care has been bestowed), has been undeservedly depreciated. This, however, will now be remedied, as a screen has just been arranged, the bars of which are fully 2 in. apart: it will, therefore, be impossible for any but the largest and best of the coal to reach the wagons of the Great Northern Railway, into which the coal is loaded.

At the inquest upon the body of Aaron Worthington, who was killed by a fall of coal at Mr. Scowcroft's Trencher Bone Mine, Kersley, a verdict of "Accidental Death" was returned. On Saturday, deceased and a man named Dawson were holing previous to blasting. Deceased was told that he had undermined sufficiently, and removed beyond danger, but it is supposed that for some purpose he returned again. About 30 cwts. of coal fell, and he was completely buried. In twenty minutes, when he was got out, he was quite dead. The depositions are to be laid before Mr. Dickinson, the Government Inspector, who will investigate the matter. It appears that there had not been an accident at the colliery for more than ten years.

REPORT FROM NORTHUMBERLAND AND DURHAM.

[FROM OUR CORRESPONDENT]

Aug. 19.—The account of coal and coke exported and sent coastwise from the north-eastern ports, during the month of July, shows that the trade is gradually recovering from the depression it has lately experienced.

The total quantity of coal exported during the seven months ending July 31, this year, are 2,123,318 tons, against 2,051,666 tons for the corresponding period in last year; and coastwise, 2,127,468 tons in the same period, against 2,207,721 tons in 1857, being an increase in the exports of 71,652 tons; and a decrease of 80,253 tons in the quantity of coals sent coastwise, which makes the quantity nearly equal to the former year. But when the late great commercial depression is taken into consideration there is, we think, good reason for congratulation. It will be observed that the quantities exported and sent coastwise are nearly equal, a result which is rather singular.

A strike has taken place at the Heworth Colliery, near Gateshead, in consequence of the colliers having demanded an increased price—a rise from 5*s.* 9*d.* per score to 7*s.*, and also 2*d.* per score advance for the putters of the coal trains. The strike has now continued a week, and there is no prospect of its termination at present, as the owners are not willing to advance beyond 6*s.* per score; this they are willing to give. The trade is dull with them at present, and there is a considerable quantity of coal at the works, so that the owners certainly have the advantage in that respect. So far, however, the affair has been conducted in a perfectly fair manner on both sides, and we think that their example might be copied with advantage by numerous parties in other districts in this country. The workmen at Heworth gave proper notice of their intention to demand a higher price, and worked their notice out, so that they are all free from the works, and open to engagement elsewhere; and, indeed, many of them have already commenced work at other collieries. The owners have requested the men to get employment elsewhere, and leave their houses for others who may be willing to engage themselves. Now, we think that on this system the strike cannot be of long duration; we consider, in fact, that this mode of procedure strikes at the very root of such things. It must be partiarlarly observed that the masters at other works have not refused to employ the men, neither do we see any reason why they should do so. The men are perfectly free, and it must certainly be better for them to be employed at other works than to be lingering on the charity of others, and idling about, giving them good opportunities to prevent strangers being employed, and also leisure to disturb the whole neighbourhood. Under this treatment the affair must soon adjust itself, either the price offered will be found equal to the adjacent works, or if it is found that workmen cannot be got, then it will clearly show the contrary. We can really see no reason why bitter quarrels should ensue between employers and the employed when a difference takes place as to the rate of wages. One of two steps ought, we think, to be taken at once when this does occur—that is, to leave the case for arbitration by disinterested parties; or, otherwise, for each party to be perfectly free, and suit themselves in the best manner possible. It is quite plain that this must very soon adjust all differences.

We may expect a renewal of the contest between the rival railway schemes on the opening of the next session of Parliament—that is, the rival railways from Carlisle to the South of Scotland, &c. A dinner was given to Mr. Hodgson, Chairman of the North British Railway, on Tuesday week, at Hawick, which may be considered as a demonstration of a very significant kind on the part of the lately defeated party. Great enthusiasm prevailed on the occasion. This party will make every exertion to carry their project—viz., the route by Liddesdale to join the Border Counties Railway, &c. The subject has been well ventilated, and there can be little doubt as to the superiority of this scheme over that of their opponents, and not much as to the result of the contest.

The Jarrow Docks are fast approaching completion; it is fully expected now that those magnificent works will be completed and opened at the end of two, or at the farthest three, months.

An event of some importance took place at North Shields on Tuesday—a dinner of the most sumptuous description having been provided in honour of Mr. Woolhouse, the well-known mathematician, who was born and educated in that town. About 120 gentlemen sat down, and the Mayor of Tynemouth (Mr. R. Pow) occupying the chair. Mr. Dodd, in proposing Mr. Woolhouse's health, remarked that Northumberland, and more especially the valley of the Tyne, and its tributary the Reed, had been distinguished for more than a century for having produced eminent mathematicians. Colson, the translator of Newton's Fluxions, was born at Snabdough; then came Dr. Hutton, a Newcastle man; and the eccentric, but worthy, Wm. Emmerson, who was a great mathematician, was a native of the adjoining county. George Coughron, a Chevoit man, was Hutton's contemporary; he was the proposer of the problem, "If an eagle fly continually towards the sun, what will be the curve traced by its shadow towards the earth?" which was first solved by Mr. Woolhouse. He then referred to Atkinson, who was a native of Stamfordham; the Riddles, of Reedwater; Gourlay, of Morpeth School; Thos. Thompson, of North Shields; Crawford, Prof. Hann, Weddle, Hearn, Kipping, Fenwick, and others of well-known merit; concluding by mentioning the immense mathematical knowledge of Mr. Woolhouse, and proposing his health. Mr. Woolhouse appropriately acknowledged the toast, and the convivialities were continued until a late hour.

The directors of the Blyth and Tyne Railway Company have just published their tenth report, which is highly satisfactory. It appears there is an increase in the receipts of 2040*l.* during the present year over the receipts in 1857, while the working expenses have decreased during the same period. A dividend of 10 per cent. on the preference shares and 8 per cent. on the ordinary and extension shares is proposed, and a balance of 2537*l.* carried to the contingent fund. This is a thriving little railway, and the prospects before the company are extremely encouraging, as more collieries may be expected shortly to be opened, which will increase their traffic. The directors propose to extend the line to the North Seaton royalties, and a sum of 17,000*l.* is intened to be raised for that purpose. The new shaft sinking for the purpose of winning this royalty has reached the depth of 14 fathoms. A good deal of water has been met with, so that it is not expected they will be able to proceed much further until the engine is erected, which they are now engaged with.

Institution of Mechanical Engineers.—The proceedings of this important body will commence at Newcastle on Tuesday morning next, in the Council-room of the New Town-hall buildings, St. Nicholas-square, under the superintendence of Mr. William George Armstrong, the Chairman of the local committee. It is expected that the most eminent engineers of the kingdom will be present. There will be an exhibition of engineering and scientific models and drawings, and it is fully expected that the meeting will be highly successful, and that our local engineers will fully sustain the high position they have hitherto held.

I was *sorry* to see that the *Northern Daily Express* should have descended to copying, without acknowledgment, that part of my letter of last week which referred to the "Proposed Mining College at Newcastle," which figures as a pretty long paragraph in that paper as original. This course is to be lamented for a paper which is conducted with so much spirit, as calculated to affect its character.

REPORT FROM MONMOUTHSHIRE AND SOUTH WALES.

[FROM OUR CORRESPONDENT IN SOUTH WALES.]

Aug. 19.—Since we last wrote no general improvement has taken place either in the iron or coal trades. Fresh orders do not come in, and almost the only contract now being worked in the Aberdare and other Glamorganshire valleys is one from Russia, for rails. It is believed that no decided and permanent change for the better can now take place this year. The improvement we lately noticed has been, as we feared it would prove, only partial and temporary, and many works find scarcely sufficient to keep the furnaces alight. At Treforest and Newbridge trade could hardly be in a worse condition, and employment for three days a week is all that can be given the men. This is the case throughout the valley, and in the same state are things now likely to continue. As may be supposed, the working classes are in a most deplorable condition. A gentleman thrown into immediate contact daily with a large number of them, assures us that some are but a slight step from starvation, it being impossible to find sufficient food for their wives and children. The strike from last November till January has been fatal to them. It completely exhausted their means, and turned the trade on which they subsisted into other channels, from which it has not yet returned. For some time bread has been obtained by selling furniture, pawning clothes, and procuring occasional relief from clubs and societies, but these expedients are now all exhausted. The ensuing winter will be a terrible one to thousands here, even if a complete revival of the long-absent demand takes place. The present state of the market affords no solid ground for entertaining hopes of this description; and what is to be done for the idle puddlers, ballers, and colliers, is a question anxiously considered at the present moment.

A few weeks ago an approach to briskness was experienced in the Merthyr district, and it was thought that slackness would not be felt again to such an extent this year. The orders, however, now in hand are few, and there are actually none in prospect. Hence all hands are placed on short time, and not half the business the works are capable of executing is being done. At Dowlais a similar state of things exists; while at Rhymney the evil has been aggravated by long drought, as mentioned a fortnight ago. In other directions affairs are little, if any, better. At Nantygio, notwithstanding the judicious management of the acting partner, Mr. Crawshay Bailey, great inactivity exists. The Ebbw Vale and Victoria Works are in but partial operation; and at Tredegar not half the orders necessary to carry on the concern fully are in hand. Such is the position of the trade of the entire district; and although underselling is attempted in certain quarters, the results are insignificant and unprofitable. When a decided alteration will take place, and the market resume its former firmness, we are as little able to conjecture as at the commencement of the year.

The effects of strikes and bad trade are strongly shown in the reports of the directors of the local railways to the shareholders. For the first time since the line was opened the returns of the South Wales show a decrease in the mineral traffic, as compared with the corresponding half-year. On the Vale of Neath Railway the diminution in traffic amounts to one-sixth; and the Taff Vale line has suffered to, perhaps, a still larger extent. Mineral traffic is the great essential to these companies, and any interruption of it is, of course, attended with great loss.

Mr. Bruce, M.P., at the Vale of Neath meeting, said their traffic had been especially affected by a diminution in the demand for steam coal. The traffic suffered not only from the general depression, but also in consequence of a strike among the colliers of the district, which, commencing in the end of November, could not be considered at an end until the close of January, by which the line had been deprived of nearly one-sixth of the coal traffic, the great traffic upon which the revenue mainly depended. Besides this, the strike had disturbed the commerce of the district; parties who had obtained their coals from the district had, during the strike, been obliged to obtain them elsewhere, and this could only be got back again by degrees. He thought, however, that the colliers had learnt a lesson in the last strike which they would not readily forget. The only feature of increase in the half-year had been in the item of iron ore, of which they carried 30,257 tons in the half-year; the receipts from that source amounted to one-fifth of their revenue. The coalowners were extending their works, and he believed the Vale of Neath Railway would carry a very considerable portion of the coal to be raised.

A fine vein of steam coal, "Abergorkey," or No. 4, has been proved by Mr. W. T. Lewis, mineral surveyor to Mr. Crawshay Bailey, M.P. It averages 2 ft. 9 in. to 3 ft. in thickness, the latter measurement being found about twenty-two miles from Cardiff. The report on the subject says:—"The days being long, the weather propitious, and the miners of the coal stamp for digging, &c., they sank two pits—one of six yards, and the other nineteen yards, together with an open cutting and a level of twenty-two yards, in the short space of three weeks. The said vein is being worked by Messrs. Thomas and Jones, of Ynysvayo Colliery, and we are given to understand there is a great demand for it. It is a very compact and clean vein, with a small proportion of bituimen in the top part of it, and balls of excellent mine over and next to it. It is in two coals, divided by a stone of 1¾ in. thick, the top part of the coal being 1 ft. 9 in., and the bottom 1 ft. 3 in. It is thicker in some places. The top overlying this vein being what is generally termed by practical miners 'cliff and 'cliffquar,' it requires very little or no pit-wood to support it. A level can be opened on this coal about a quarter of a mile below Ty-yn-y-Bedw house, and within a quarter of a mile of the Rhondda Branch Railway. The quantity of this Abergorkey coal lying under the Ty-yn-y-Bedw estate, is, we are informed, nearly 200 acres, and the Maerdy estate (which belongs to the same proprietor) adjoining the aforementioned level opening, would have 1200 acres of this coal to work, and all lying above water level—a circumstance rarely to be met with. This property also contains splendid veins of fire-clay and common clay. There are about 70 acres of the celebrated 'Dinas' or 'No. 3' vein of bituminous coal to be got on this estate, within an easy distance of the railway, and on a level with a short inclined plane and small tramroad. The coal along the same can be brought to the railway with that from the opening on the Abergorkey coal. By working the Maerdy coal along with the Ty-yn-y Bedw coal, the quantity of this 'No. 3' vein will be upwards of 1000 acres, the whole lying above water level, the same as the Abergorkey coal. The 'Aberdare 4 ft. steam coal' can be won by a pit of 170 yards, on the field next to the railway."

For a long time past disagreements have been rife among the colliers at Bedminster, near Bristol. Some of them struck, and interfered with others who refused to do so, endeavouring to prevent them going to work. Several of the ringleaders were apprehended and brought before the magistrates, but were dismissed upon promising not to be guilty of the same misconduct again. Another party was subsequently captured, and on this occasion a slight punishment was inflicted. Last week a third set was taken in custody, charged with forcing a collier named James Smith, working at the Bedminster coalpits, to leave his employment. The man Smith was so severely injured that he could not possibly attend to prosecute, and his depositions were, therefore, read over. It appeared that as he was going to work one morning he was surrounded by a lot of men on strike, among whom he recognised the men since apprehended. They told him he should not go to the pits, knocked him down, and while on the ground the whole of them kicked him in various parts of the body. He was rendered almost insensible by this treatment, and still lingers in some danger. The magistrates ordered a remand, but we learn that the differences between the entire body of the disaffected colliers and their employers are in a fair way to be settled by arbitration. The men now in custody will, of course, undergo punishment for their breach of the law.

The mineral property in the parishes of Newcastle and St. Bride's Minor, sold at the Wyndham Arms Hotel, Bridgend, on Wednesday last, was purchased by Mr. R. Evans, auctioneer and land agent, Bridgend.

On Wednesday, as a man was engaged in erecting a large engine at the Gadly's Ironworks, Aberdare, he fell into the "fly-pit," a depth of nearly 50 feet. He broke both his legs, and two or three of his ribs. The unfortunate man has since died of his injuries.

An inquest has been opened on the bodies of the men killed in the recent explosion at the Crimea Pit, Cyfing Colliery, near Swansea. The proceedings were limited to the identification of the bodies, the enquiry being adjourned for an inspection to take place by Mr. Evans. It is now 45 years since a fatal explosion took place in this colliery.

A point of some importance to copper smelters has been tried at the Carmarthenshire Assizes. An action was brought against a smelter to recover damages for injuries done to plaintiff's farm by copper smoke, and voluminous evidence was given on both sides. The jury returned a verdict for the plaintiff, giving 450*l.* damages.

INSTITUTION OF ENGINEERS IN SCOTLAND.

The *Transactions* of this institution for the first session have just been issued, and it appears that the progress of the association has been highly satisfactory. At the close of the first session the institution comprised 118 members, one associate, and eight graduates, and, if the present system of management be continued, the anticipations of the promoters that such an institution would be of great utility to the district cannot fail to be realised. During the session eight meetings have been held, and 21 thoroughly practical and useful papers, on subjects connected with the objects of the institution, have been read and discussed. The papers have been contributed by the President (Prof. Macquorn Rankine, L.L.D.), and by Messrs. Dowine, Mackain, Neilson, Smith, Simon Holland, M'Cormick, Neil Robson, W. Johnstone, Lawrie, A. Morton, Robertson, Napier, and others, and the discussion which has followed the reading of each paper was in most instances of a very animated nature. Two discussions not preceded by papers, on Decimal Measures also took place, and were very interesting.

Most of the papers read have been already referred to in the *Mining Journal*; we shall, therefore, only allude in the present instance to those which were followed by more than ordinarily interesting discussions. The first paper read was a compilation from documents furnished by a Frenchman relative to the results obtained by the use of Beaufume's Furnaces, but the reception which it met with reflects great credit upon the members of the association, and will prevent their being in future troubled with secondhand papers, or papers whose object is to eulogise foreign inventions. Mr. Walter Macfarlane expressed his opinion that sufficient original talent might be found amongst the members of the institution without having recourse to materials which were patent to the entire public. The President said the more valuable parts of the paper had not been published; the discussion then proceeded, but the papers have since been original, and have assumed the character of instructive rather than advertising treatises. With respect to the furnace, Mr. W. Darling said that a great portion of the heat derivable from the fuel was already given out during the formation of carbonic oxide, and that the combustion of this gas could only yield a small additional quantity of heat corresponding to its conversion into carbonic acid. The furnace was a variety of the many schemes for admitting air behind the fire-bars, a mode which failed in practice, as evinced by the large quantities of carbonic oxide poured forth from our chimneys every day. He thought M. Beaufume's system too roundabout. Mr. J. G. Lawrie thought the Beaufume apparatus a more no-

dification of the innumerable smoke-burning apparatus already in existence. Its chief point seemed to be a proper regulation of the supply of air, although this regulation might not be effected in the same way as in other arrangements. The whole secret of smoke-burning lay in proportioning the supply of air to the actual requirements of the fuel. If there was too little air there was smoke, and with too much air there was waste of fuel. Mr. D. More said, that however interesting patent smoke-burning schemes appeared to be theoretically, he had generally found the promised saving end in smoke. He was disinclined to believe French experiments and figures, having more faith in English ones.

The second meeting was occupied with the reading of two papers, the one on Blowing Fans generally by Mr. J. Dowaie, and the other on a peculiar form of Blowing Fan by Prof. Rankine. A long discussion upon these papers took place, and ultimately Mr. W. Johnstone, considering that the subject was one of great practical importance, proposed that a small committee should be named to investigate and report upon it. The proposal was unanimously approved of, but a final arrangement was postponed until a future day.

The resolution of the Senate and the House of Representatives of the United States to appoint a commission with the view of mutually arranging, on the decimal basis, the coinage of England and the United States, so that the respective units may hereafter be easily and exactly commensurable will, no doubt, be followed by propositions for treating the weights and measures in the same way, and, therefore, some interest attaches to the papers and discussions on the subject at the Institution of Engineers in Scotland. It appears that practical men are desirous that there should be a measure representing the present sixteenth part of an inch; and, although some advocate the introduction of the metre, inch, and foot respectively as the unit, it is evident that none of the much-used measures—$\frac{1}{32}$ths, half a sixteenth, &c.—would be represented. Mr. Simon Holland proposes the sixteenth of the present inch as the unit; and, in a table which he appends to his paper, he shows that whilst by the other systems proposed the parts of the present inch and foot would require decimal fractions to express them, his system would be free from such objection. Every measure now used could be exactly represented in "steens," (the new term which he proposes to use for the sixteenth of an inch), and the change could be effected without difficulty.

The papers not already referred to comprised five upon improvements in Motive Power Engines, three upon Pumping Engines and Pumps, one on the Navigation of Canals by Screw Steamers, one on an Improved Winding Apparatus, and several relating to means of transport and miscellaneous subject. Abstracts only of the papers are given in most instances, but the opinions expressed in the paper and by those discussing it are fully detailed. This course enables the *Transactions* to be published at a price within the reach of all likely to require them, and renders the institution one of the most useful of its class. Its second session will commence on Oct. 22, and Prof. Rankine, having been re-elected, will continue at the head of the office bearers.

NEW AMALGAMATING MACHINERY.

Most of the machines which have hitherto been introduced for treating gold-bearing minerals have been the invention of men who have had but little experience to enable them to pronounce an opinion as to the form most applicable to the purpose intended; but we have just inspected some machinery for facilitating the extraction of gold, from which, as it is the invention of the well-known practical metallurgist, Mr. John Mitchell, of Bishopsgate, the most complete success is expected. Before the ore is submitted to the new machine it is roughly stamped, either dry or by passing through a Cornish crusher. Mr. Mitchell's machinery then does all that is requisite to obtain every particle of gold existing in the ore.

The grinding apparatus consists of a circular cast-iron trough, in which four heavy balls, fitting very loosely in the trough, are caused to run by four arms being brought in contact with them; to each of these arms is fixed a small conical roller, which has a tendency to throw the ball in front of it towards the centre of the machine, whilst the centrifugal force exercises the opposite tendency, and the balls are thus kept perfectly spherical. Behind each arm is a semicircular rake, fitting the curve of the pan, which prevents the material being operated upon clogging. The improvement in the apparatus upon a mill commonly used in grinding drugs, &c., consists in the addition of the conical roller to drive the ball, the effect being that the mineral upon every portion of the surface of the trough is acted upon instead of a small line only. The material being reduced to a fine powder, is carried by the water through a wire gauze screen of 6400 to the square inch, into the amalgamating machinery.

The amalgamator consists of a case, the bottom of which is formed of two half tubes placed side by side, and in these revolve two screw blades. The axes upon which these revolve pass through stuffing-boxes, and motion is communicated to them by cog-wheels and driving-gear. On the side opposite to the driving-wheels are two openings with spouts; these are at different levels, and one or the other must be used according to the density of the ore operated on. At the bottom of the trough are two taps, for the purpose of drawing off the mercury when it is sufficiently charged with either gold or silver. Three, six, nine, or twelve of these amalgamators are used in connection with one grinding machine, and for driving the twelve amalgamators and the grinder an engine of 12-horse power is found to be sufficient. In using the amalgamator, about 2 cwts. of mercury is placed in each trough, and the screws being set in motion the apparatus is ready to receive the pulverised mineral and water from the grinder. The gentle motion of the screw, as it revolves at the rate of 20 revolutions per minute, induces a motion of the water, in the trough in which it works, from one end to the other, and as the screw in the adjoining trough works in an opposite direction it induces a current also, but in an opposite direction, so that the ore and water are forced to pass along one trough into the other, along that, and back again whence they started, and this continues until the contents are gradually replaced by fresh ore and water. The stuff acted upon passes into the next amalgamator, and is treated in the same manner, and so on through the entire series, by which time all the valuable metal is extracted. Mr. Mitchell explains that from the manner in which the amalgamators act, the ore during treatment passes over a surface of 57,600 ft.—being equal to a length of washing-floor of nearly 11 miles.

The operator must be careful to keep the gutter leading from the grinding machine to the amalgamators, and from one amalgamator to another, clear from deposit of finely ground ore by occasional scraping, and also to regulate the supply of water to the grinder, that no more or less be admitted than will be necessary to carry away the fine ore at the proper rate per hour. This point will be easily arrived at by a little practice. From time to time the mercury in the several amalgamators is examined by drawing off a small quantity from either or both of the two taps at the bottom, and when found to be sufficiently saturated with precious metal it is drawn off entirely. While the ore is drawn off from the first amalgamator, the water and ore is carried into the second, so that in all cases eleven amalgamators are at work.

Two points in the management of the machinery must be specially attended to.—Firstly, no more ore must be charged into the grinding machinery than the calculated quantity, and that must be charged in with regularity; and, secondly, neither the grinding nor the amalgamating machinery must be stopped whilst any ore remains in either, for the finely ground ore will deposit round the balls or screws, as the case may be, and so render it a matter of difficulty to start the machinery. Indeed, in the case of a driving belt either breaking or slipping off its drum, so as to stop the grinder or amalgamator, it will be necessary (after splicing the belt or rearranging on the drum) to remove by hand or otherwise the sand collected round either balls or screws before putting the machinery in motion, for if it were attempted to start the machinery with the balls or screws embedded in sand the driving-bands would have so great a strain thrown suddenly on them that they would either break or slip from their drums. The machinery should be worked continuously—that is to say, during the 24 hours—for if not the whole of the sand contained both in the grinder and amalgamators must be washed out; and as there are always 14 cwts. of ore in the machinery, and as that quantity of ore is calculated to take one hour in its passage through the amalgamators, it is evident that no ore must be charged into the crusher for one hour before stopping, and that water only must be allowed to pass in to carry off the ore already in the grinder, and in the amalgamators.

Substitute for Coal Gas.—Our Australian letters advise us of the recent introduction of a novel kind of olefiant gas made from the oil contained in the leaf of the Eucalyptus and other gum trees of Australasia. The local journals appear to antidpate that as a ton of gum leaves yield more gas than a ton of native coal the former will speedily supersede the latter, or at least form a cheap and valuable auxilary in the manufacture of gas. Subjoined is a statement of the comparative yield of a few samples of coal and of gum leaves, branches, and logs experimented upon:—

	Cub. ft. per ton.		Cub. ft. per ton.
English Boghead cannel coal	14,400	Tasmanian Douglas River coal	3,500
" Lismahago ditto ditto	10,600	" Schouten Island coal	2,500
" Wigan ditto ditto	9,000	Green gum leaves and branches half dry	11,700
" Newcastle coal	8,600	Dry gum leaves and branches	10,500
Sydney A. A. Co. coal	6,600	Outside slabs, gum logs	7,200
Tasmanian Fingal coal	5,700	Small green gum branches	6,300
" Mersey coal	4,600		

The towns into which the gum leaf as has been introduced are Kyneton, in Victoria, and Hobart Town, in Tasmania. Mr. Praagst having obtained a patent of oil from the trees named in Victoria, whilst the Hoart Town Gas Works have been engaged in making experiments. The gas obtained from the new material burns steadily and brilliantly, but is inferior to that obtained from the Australian Agricultural Company's Sydney coal, and even the latter is so inferior as to require a small admixture of English Boghead coal to give it the proper illuminating power; it is thought, however, that by doubling that proportion of Boghead coal when using the new material gas of good illuminating power could be obtained. Although a Victrian patent has been secured by Mr. Praagst, his claim to the honour of the discovery has been disputed in a paper read before the Pharmeceutical, and it is asserted that many years since Sir J. F. Palmer (the present President of the Legislative Council) had employed himself in distilling oil from the native gum tree leaves, but there is no evidence that he succeeded to any useful extent. A sample of oil distilled from the Eucalyptus leaves was exhibited long since in a public collection of the natural and artificial productions of the colony of Victoria, and afterwards sent to the French Exhibition of 1855; a little has since been sent to the Botanic Gardens, Kew. All discoveries are regarded with indifference until their importance becomes generally apparent, and there is, therefore, very encouragement for persevering in the experiments in obtaining a useful illuminating gas from the gum trees of the Australasian colonies, since, as an antipodean contemporary remarks, "Nature rejoices in her infinite variety, and we lose many of her benefits by restricting our contemplation of her gifts within the limits of our previous experience. Accustomed to derive a special benefit from a particular agent, we look for that boon from no other source, forgetful that Nature combines a few simple elements into multitudinous forms; and that from compound substances, apparently the most diverse in character and effect, the same essential agents may be educed. It requires a scientific demonstration to convince the mind unaccustomed to chemical analysis that the priceless diamond and the worthless lump of charcoal are formed essentially of the same elementry substance; and there are numberless other combinations equally surprising in their unexpected diversity of results. In a new country, therefore, abounding with unfamiliar productions, it is the part of wisdom to seek rather for familiar agents in new combinations, than to look for the old combinations in the hope of discovering the familiar agent."

Steam-Boiler Explosions—Four Lives Lost.—On Tuesday morning a fearful explosion occurred at Deacon and Gaskell's Chemical Works, Runcorn Gap, whereby two men and a boy at their lives, and another boy is so seriously injured that his life is despaired of. The biler had been at work but a few weeks, and was a tubular one of the most approved construction. Both ends were completely blown out, but the other parts remain. Those killed and injured were in a room in the works, through the wall of which one end of th boiler was thrown. Such accidents as these should be sufficient to induce greater attention to be given to associations for the prevention of steam-boiler explosions, and similar societies. The Manchester Association, although they have 1500 boilers under the inspection, have had but one explosion in the three years of the existence of the socty, although reference to the annual report of the chief inspector (Mr. Longridge) pve that they have discovered many boilers to be in a highly dangerous condition.—At Daybrook, near Nottingham, yesterday, the boiler attached to a threshing-machine exploded, killing one man, and wounding some half a dozen others. It is surmised that the accident arose through the driver wishing to progress rapidly with the work, and not taking the precautionary measures to open the steam-taps.

WEEKLY LIST OF NEW PATENTS.

GRANTS OF PROVISIONAL PROTECTION FOR SIX MONTHS.—M. Johnson, Sandbach: Rotary steam-engine.—H. Harden, Dundalk; Construction of tubular steam-boilers.—E. A. Cowper, Westminster: Generating power from steam, and in engines and apparatus for that purpose.—G. S. Parkinson, Lambton-terrace, Kensington: Connecting apparatus for working railway breaks, and effecting a communication between railway guards and driver.—J. Spence, Liverpool: Sheet, hoop, and nailrod iron.—W. Hartley, Bury: Arrangement of slide valves and side pipes, or valve-casings of steam-engines.—G. Ashcroft, R. W. Wood, Blackweir, Cardiff: Hydraulic machinery.—J. Houston, Blackfriars-road: Consumption of smoke in furnaces.—H. Cowtherbe, Abingdon-street: Generating and superheating steam, and for producing the condensation of steam.—E. Heywood, Liverpool: Metallic pistons.—G. Davies, Lincoln's Inn: Extraction of oils for illuminating and lubricating purposes, and of carburetted hydrogen gas, from the native bitumen of the West Indies.—J. Kingsley, Great Comm-street: Steam-boilers.—J. Greenwood, Rawden: Construction of steam-boilers and other apparatus for heating water and superheating steam, which improvements are also applicable when heating air.—C. de Jongh, Lautenbach: Assorting and preparing for spinning silk and other fibrous substances.—J. Spence, Liverpool: Rolling sheets from puddled steel or steel iron.—J. J. Russell, Wednesbury: Screwing the ends of tubes.—J. Luis, Cavendish-square: Drilling and grooving the naves of wheels, and also to force the axle box into the nave.—W. Clay, Liverpool; Certain descriptions of bridges and girders.—G. H. Bovill, Wimbledon: Manufacture of gas; also in the manufacture of coke and other fuel.—J. Walker, City-road: Electric telegraph cables.—J. Smith, Coven: Agricultural steam-engines, and locomotive steam-engines to be used on common roads.—J. H. Johnson, Lincoln's Inn-fields: Working railway breaks.—J. G. Picking, T. P. Pursglove, Battersea: Improved pressure gauge for steam, gas, or other fluids.—T. Ingham, Bradford: Means or apparatus for operating railway breaks.—Willoughby Smith, Dalston: Compound for coating or insulating electric telegraph wires, and for coating other surfaces.—M. Henry, Fleet-street: Production of saltpetre, and the preparation of materials for the purpose.—F. Haeck, Shaerbeck: Cocks, taps, or valves.

Supplying Fuel to Blast Furnaces.—Mr. A. Slate, Haverstockhill, proposes to crush or reduce the fuel to a fine state, and introduce it with the blast at the tuyeres, by means of an apparatus capable of measuring the quantities delivered into the blast-pipes. The pulverised, or reduced, fuel is placed in hoppers, or vessels closed at the top, from the lower end of each of which is a descending pipe, which is connected with a blast-pipe. Intermediate of the length of such descending pipe are slides, or valves, which are caused to act in succession by a cam, or other convenient mechanism, put in motion by the blowing-engine, in such manner that when one is open the other is closed, and so that the supply will be alternately cut off and admitted to the blast-pipe, by which means the quantities supplied may be most accurately adjusted to the requirement.

The Vacuum-Cylinder Ship Propeller.—Mr. Henry Raymond, of Bristol, proposes to form or place within the hull of the ship or vessel, in any suitable submerged position in the line of motion with the vessel, one or more cylinders, provided with pistons or plungers in such manner as to admit of their being actuated by steam or other motive-power, and a free ingress and egress of the water thereto obtained; the ship or vessel being propelled by the pressure of the water acting externally upon the superficial area of the pistons or plungers against a vacuum formed on the opposite sides of the same.

Iron Paint.—Mr. G. C. Greenwell, Radstock, proposes the use of the iron ore called pisolite in the manufacture of a pigment, the ore being calcined and powdered in the usual manner.

Rods, Wire, &c.—Messrs. Parkes, Birmingham, have patented some improvements in the manufacture of rods, wire, nails, and tubes. For these purposes copper or copper and its alloys with zinc are combined with such a quantity of phosphorus, or with the metal manganese, as will admit of the compound being rolled and worked hot or cold into rods, wire, nails, and tubes, using about 8 ozs. or less of phosphorus, or metal manganese, in each hundred pounds of the compound.

Steam Culture.—One of the latest series of Abrigdements issued from the Patent Office is that relating to steam culture. The first proposition for employing steam for agricultural purposes appears to have emanated from David Ramsey, in 1630, for although the same Ramsey with another obtained a patent in 1618, and Brouncker and others likewise obtained one in 1627, in which it was proposed to substitute some other power for that of oxen or horses, there seems nothing to show that steam was to be that substitute. The patent of 1630 was "to multiplie and make saltpetre in an open feilde, in fower acres of ground, sufficient to serve all our dominions; to raise water from lowe pittes by fire; to make any sort of mille to goe on standing waters by continual moeon without the helpe of winde, waite, or horse; to make all sorts of tapestrie without any weaving loom or way ever yet in use in this kingdome; to make boates, shippes, and barges to goe against stronge winde and tyde; to make the earth firtile more then yeard; to rayse water from low places, and myndes, and coalpittes, by a new waie never yet in vse; to make hard iron soft; and likewise copper to be tuffe and soft, which is not in use within this kingdome; and to make yellow wax white verie speedily." The patents for steam culture are so incorporated with those for "Aids to Locomotion," that frequent reference is made from one series to the other; in the former a patent obtained by Francis Moore in 1769 is referred to, which is certainly of sufficient importance to have found a place amongst aids to locomotion, since the invention was within a month of the date of the patent thus referred to in the *Leeds Mercury*:—"A correspondent writes that Mr. Moore's new invented machine to go without horses, for which he has obtained his Majesty's patent, is not only adapted to wheel carriages in general, such as coaches, chaise, carts, wagons, &c., but to plowing, harrowing, and every other branch of husbandry, as also to all other machines and engines now in use throughout the kingdom, in various branches of manufacture wherein draught horses are now employed. We hear that the ingenious inventor has sold all his own horses, and by his advice many of his friends have done the same, because the price of that noble and useful animal will be so affected by his new invention that their value will not be one-fourth of what it is at present." To return, however, to steam culture, it appears that upwards of 70 patents have been taken for cultivators, harrows, scarifiers, grubbers, clod-crushers, and similar instruments; 42 for digging machines; 1 for making agricultural vehicles and implements of a cylindrical form; 2 for deferential pulleys; 29 for drain machinery; 1 for working implements by electricity; 74 for working implements by portable or travelling engines; 2 for working implements by the explosion of gases, gunpowder, guncotton, &c.; 7 for the use of heated air, compressed air, or atmospheric pressure for the same purpose; whilst hoeing, manuring, ploughing, reaping, mowing, and land-watering machines have each received the attention of inventors. There have been propositions for ploughs acting in a circular direction; ploughs combined so as to act alternately in opposite directions; ploughs with a traversing movement across their carriage; portable railways for agricultural purposes; revolving harrows, cultivators, diggers, and clod-crushing apparatus for rolling land; ropes or chains which travel between boats or barges, or between carriages, or pulleys, on opposite sides of the field; agricultural implements of a screw form, and similar instruments actuated by screw propellors; working implements by water power, by the waves of the sea, and by wind; and for so many contrivances which cannot be generalised that novelty would appear to be altogether out of the question, yet the abridgement extends only to Dec. 13, 1856, and looking at the titles of the patents secured since that date, the number is undoubtedly annually increasing. The importance of these abstracts to intending patentees cannot be overrated, and were such persons carefully to peruse them before securing their new (?) ideas, there would be much less money uselessly expended by needy inventors than there is at present; and we should hear less complaints from those much-abused individuals.

Mining Market.—We have received the following communications:—

From Mr. James Crofts:—The state of the markets in general is still far from satisfactory, although in certain quarters, and in railways in particular, there are at present rather large investments making. The discount branch shows a decided improvement, without, however, very materially advancing the value of money, which is undoubtedly a good symptom, as indicating an improvement in trade; whilst in commercial circles there is no marked progress towards a more favourable state of things. Great allowance must, however, be made for the tardy return of commercial prosperity, when it is remembered that seldom this season of the year passes without a depression being felt, from the number of absentee capitalists, who rather abandon themselves to objects of pleasure and locomotion than to business. Probably, therefore, it will not be before the month of October that any decided change for the better can now be expected. In the mining market the want of diffused business is remarkable, and most stocks droop in consequence, the exception being, as usual, in mines in which improvements are reported, and in them business, both in buying and selling, is readily transacted. What further contributes to the general dullness is that orders from the provinces, either to sell or buy, are generally limited too low or too high, the holders of stocks fixing their selling limits rather upon the cost to them of their shares than adapting them to the actual state of the market. Hence, correspondence is diminished, and the operations on the market reduced to little beyond the adjustment by the jobbers of previous transactions; and, as a general remark, those are doing best who have lately sold as "bears." Wheal Harriett and Wheal Grenville are again declining in value, whilst West Grenville and Vale of Towy are in good demand at advanced rates; the latter mine in particular is gradually progressing to 20s. per share, from the low price of 17s. Pendeen has been fairly dealt in, and rank at present below the value, if the excellent specimens of copper ore just received from the mine are a safe test of the value of the shares. The writer gave, last week, a brief history of Old Tolgus United Mine, in 600 shares, and has since had the opportunity of perusing a report privately originated from an experienced Cornish agent, in which special reference is made to the great cross-course intersecting this and the other valuable mines to the south of it. The reflections on this point are dated Redruth, Aug. 9, and are as follows:—"As the great cross-course, against which the lodes in so many mines south of this have been found rich, intersects these lodes 200 fms. west of the engine-shaft, there appears every reason to expect similar results in this mine. The backs of these lodes, near the great cross-course, have a very healthy appearance." Whilst the weekly report from the agent of the mine, and accessible at the office of the company, speaks in high terms of the value of the lode in the 32 (considered the most important point of the mine). The new south lode at the shaft is also producing fine stones of copper ore. A rather important amount of business has been done in the shares, and but for the fact of a few probably weak holders taking the first opportunity to sell, when the important improvements, indicating a great mine, were first announced, they would stand already at a high figure, the price some time since, when the mine began to be worked by the present company, having reached upwards of 100*l.* per share, whilst they may now be fairly said to range at one-third of that value. The writer does not hesitate to recommend these shares as a perfectly safe investment.

From Mr. Richard Tredinnick:—The mining share market is decidedly more buoyant, and a large amount of business has been transacted in several acknowledged progressive mines—Marrery, Old Tolgus United, Treweatha, West Grenville, Buller and Basset United, Grambler and St. Antyn, Camborne Vean, East Russell, and Besore—the latter having recently assumed a public interest under favourable circumstance, both as regards promoters and shareholders associated therewith. The large profits accruing to the shareholders of the subjoined companies necessarily inspire confidence in mining securities, and the public anxiously watch the operations of brokers, whose dealings usually influence quotations, and it is satisfactory to record that they, at present, only recognise mines of sterling wealth—South Caradon, Devon Great Consols, South Buller and West Penstruthal, Providence, Margaret, Old Tolgus United, Tolvadden, Buller and Basset United, West Basset, South Frances, Seton, Grenville, and Botallack.

Meetings of Mining Companies.

NORTH DOWNS MINING COMPANY.

The quarterly meeting of adventurers was held at the offices, Adam's-court, Old Broad-street, on Wednesday, Mr. P. D. Hadow in the chair.

Mr. Dunsford (the secretary) read the notice convening the meeting, the minutes of the last, and a report from Mr. Francis Pryor, the manager.

A statement of accounts was exhibited for four months ending June, showing a balance against the mine of 512*l.* 4*s.*

The Chairman, on moving the adoption of the report and accounts, expressed his gratification at the improved condition of their property, and recommended a call of 7*s.* 6*d.* per share, in order to clear the mine entirely of debt, and place themselves in a strong position.

Mr. Pryor (the manager) gave a full explanation of his report, and expressed his strong conviction that, if the call recommended by the Chairman was made, it would be the last that the adventurers would have to pay.

Mr. W. Michell thought a call of 5*s.* would be ample, as in proposing one of 7*s.* 6*d.* the Chairman had included July cost, but had taken no credit for July ore.

The Chairman left the matter in the hands of the adventurers; but his own opinion was in favour of the larger call. The committee and secretary had, on several occasions, rendered themselves personally liable for debts due from the mine, and he thought that state of things should not be allowed to continue.

Mr. Powell, Mr. Bindsey, and other adventurers, considered that the commendation of a committee who so well discharged their duties should be adopted, and the call of 7*s.* 6*d.* per share be made, which would more than cover all liabilities to the end of July, and leave the ore broken during that month as a further asset.

Resolutions were then passed adopting the report and accounts, and making a call of 7*s.* 6*d.* per share.

The meeting, which was of a most agreeable character, terminated by complimentary votes to the committee, manager, and secretary.

TRETOIL AND MESSER UNITED MINING COMPANY.

The general meeting of shareholders was held at the offices of the company, Austinfriars, yesterday, Mr. Ivimey in the chair.

Mr. Charles (the secretary) read the notice convening the meeting, and the minutes of the last, which were confirmed.

A statement of accounts was exhibited, from which the subjoined is condensed:—

Mine cost, Aug. 1857, to May	£2568	10	2		
Merchants' bills	1594	15	5		
Charges	394	16	8		
Dues	174	11	11		
Rent	32	12	6	= £4765	6 8
Ores sold	£2204	18	8		
Capital	1771	2	6		
Advances	777	0	0	= 4753	1 2
Balance against adventurers				£ 12	5 6

In the estimated account of assets and liabilities the balance against the mine was 1019*l.* 19*s.* 10*d.* The following report was then read:—

By the first resolution passed at the adjourned general meeting, held on July 1 last, you gave us power to offer the sum of 2250*l.* for the machinery, plant, and all the materials on the Wheal Messer Mines, and to complete the purchase of the same. In accordance therewith we submitted that offer to the committee of the Messer Mines, and, after due consideration, they accepted it. We then took such steps as were necessary to complete the purchase, which was done, when full and complete possession of all the machinery, and other effects of the Messer Company, was given to the agents of the Tretoil Company on Aug. 2. We have drawn and issued a prospectus for the disposal of the 4000 shares you created at the last meeting, which has been circulated. It is hoped that every proprietor will support the committee to the utmost of his power in assisting to place the shares so created; and if all will assist the duties of the committee will be much lessened. There can be no doubt that the united mines, as now arranged, is a large and valuable mineral property, well worthy of a spirited development, and such as will repay all those who might feel disposed to join the undertaking. As the Tretoil, Messer, and other mines are now united, it was thought advisable to name that consolidation as the "Tretoil and Messer United Mines." Arrangements have been made with the lord of Wheal Messer for a new grant, and a lease has been drawn in accordance therewith, which is now before you ready for execution. In conclusion, we beg to state that the purchase we have effected on your behalf is a most desirable one, as the outlay in machinery and work done on the Messer Mines was not less than 30,000*l.*; the machinery and erections did not cost much less than 10,000*l.* Therefore, having all this machinery erected, and ready to be attached to the works, and a large number of highly mineralised lodes to operate on as soon as the mines are drained, there can scarcely be a doubt of your having a large and valuable property.

Mr. Charles, in answer to a question, said that at Wheal Messer they had a quantity of spare materials, which would realise not less than 500*l.*

The reports and accounts were then unanimously adopted.

Mr. Charles then produced the counterpart lease of the Messer Mine, and observed that it was necessary that the lessees should execute it on behalf of the company.

The Chairman considered they ought also to be indemnified for so doing, and he would propose as a resolution that Messrs. Stauffer, Buckland, and Charles, be the lessees of the property, and that they be requested to execute the same on behalf of the company, and they are hereby indemnified for so doing.

Mr. Sharland seconded the resolution, which was carried unanimously.

The Chairman thought it highly desirable to ascertain what number of the new shares the present shareholders would take up, and he would suggest that Mr. Charles should send out a notice to that effect, with the report of the present meeting.

Mr. Sharland then moved that the report and accounts be printed and sent to every shareholder, and with it a request that he will within 14 days note to the purser the number of new shares he will take, provided that the whole 4000 are subscribed for.

Mr. Buckland, in seconding the resolution, said it should be distinctly understood that parties who put down their names did so conditionally upon the whole 4000 shares being taken up. The resolution was then unanimously carried.

A vote of thanks to the chairman, committee, and secretary, terminated the proceedings.

LONDON AND VIRGINIA GOLD AND COPPER MINING CO.

The adjourned general meeting of proprietors was held at the office of the company, Lime-street, on Thursday,—Mr. Warren in the chair.

Mr. Anderson (the secretary) read the notice convening the meeting, and stated that it had been adjourned in consequence of there not being a sufficient number of shareholders present on the last occasion to constitute a quorum.

The report, an abstract of which has appeared in the Journal, was taken as read.

The Chairman, in moving the adoption of the report, was sorry he could not say something favourable as to the working of the mines. They had been going on without money, and could not go on any longer. Several of the shareholders had not paid up their calls, and they had now arrived at that point that if they were to proceed they must have additional capital. Some were in favour of going on, and others were of opinion that they had not got scientific men, or of sufficient talent, to divide the ores, which contained both silver and gold. It was stated that they had not got to a sufficient depth, and Mr. Clement, who was a member of the board, and a practical man, said that to go down the proper depth would cost 15,000*l.*, and there was a strong feeling with himself and others of the board that it should be wound-up. If a new company were formed, and the mine sold, a certain amount might be returned to those shareholders who had paid up. He should be glad to hear any observations from the shareholders.

A Shareholder considered there had been too much experimentalising in the concern, and he thought some of the shareholders had not been fairly treated, for as soon as the directors received the call, which it was distinctly understood would be spent in sinking the mine, they stopped the works.

The Chairman said, when Mr. Ayrton, now a Member of Parliament, was president, he always took care to have the calls in advance, but now they had gone behind.

Mr. Vian was of opinion the shareholders had been played with; the call was made in March last for the purpose of sinking the shaft, and three weeks afterwards orders were sent to stop the work. He should propose a resolution that the shares upon which the calls had not been paid should be forfeited, and the solicitors requested to proceed against them for the arrears.

A Shareholder believed Capt. Stevens had come over to this country, and he considered it would have been desirable for him to have attended the meeting, and stated something about the property.

Mr. Clement, in answer to a question, said he had no doubt it would take more than 15,000*l.*, as it would be madness to bring the ore home, and they must have the necessary buildings to reduce it.

Mr. John Baker said the present way of working it was useless, as far as gold was concerned, for in its extraction they were losing from 47 to 53 per cent. The mine presented favourable appearances for copper.

Mr. Clement reminded the meeting what the assayer had seen and proved. He said he found certain quantities of gold, silver, and copper, and it was necessary to open a new shaft to get out a quantity, and they must go down to the 50; and, as he had before stated, buildings must be erected on the mine, to get all the gold and silver out of the ore. They had a good assayer in Mr. John Baker.

The Chairman said at the proper time his proposition would be that the company be wound-up.

A Shareholder said, if all the calls had been paid up they would have been out of debt.

The report and accounts were then unanimously adopted, and Messrs. Barber, Lawrence, and Warren re-elected; and Mr. Cash elected a director. Mr. Vian was also re-elected auditor.

After some discussion, Mr. Vian moved that counsel's opinion be taken on the liability of the shareholders to the payment of the last call of 3*s.* per share.

The meeting was then made extraordinary, for the purpose of determining whether the company should be dissolved. A resolution that the company be dissolved was then passed unanimously, and the meeting adjourned to a future day, for the confirmation thereof.—A vote of thanks to the Chairman terminated the proceedings.

The Steel Workers' Manual.—The second edition of Mr. E. H. Duhamel's very useful annual—*L'Annuaire du consommateur d'Acier*—has just been issued, and we observe that in this year's volume he has added a list of the principal exporters of steel in England to the list contained in the previous edition. He has this year added also abstracts of the principal patents recently taken for converting iron into steel, and for manufacturing steel direct from the ore. The manner in which he has described the peculiarities of the several inventions proves that he is fully competent for the task he has undertaken: and, with respect to his little book, we cannot say more in its praise than that it contains all the information given in the first edition (of which we have already given a favourable opinion), with such additions as are calculated to render it even more useful to the consumer of steel. The abstracts of new patents comprise those of Messrs. Vaughan, Belford, Bessemer, Onion, Franz Uchatius, Neville, l'Abbé Pauvert, Manevy and Mainsieux Blanchet, Musket, and others; and to those who are not already acquainted with the patents they will be highly interesting. Referring to the natural steel of Algeria, he remarks that a Parisian company has erected near Bone two blast furnaces, with which they produce a pretty fair quantity of natural raw steel, which can be sold at extremely low prices. The *Annuaire* is well worthy attentive perusal.

The North London Fish and General Market Company.—A company is now in the course of formation to establish a fish and general market on a spot of ground adjoining the terminus of the Great Northern Railway, King's-cross. The market company has been mainly formed to assist in the development of the traffic resources of the Great Northern Railway Company. The proposed capital is 50,000*l.*, in 10,000 shares of 5*l.* each.

JULIAN PARK IRON COMPANY (LIMITED), NEAR WHITBY.

Capital £25,000, in 1000 shares of £25 each, with power to increase.

COMMITTEE.

RICHARD HODSON, Esq., F.S.S., 9, Marlborough-road, St. John's-wood, London.
W. MILLINGTON, Esq., Ironmaster, Summerhill, Tipton.
ARTHUR SCRATCHLEY, Esq., M.A., 3, Parliament-street, London.
EDWARD SHELLEY, West Deanery, Wolverhampton.

BANKERS, *pro tem.*—Messrs. Jones and Son, Bilston Old Bank.

The estate is calculated to yield sufficient stone for nine or ten blast furnaces for sixty years to come.

There are three most valuable and important measures of iron ore and stone; the first is about 15 ft. in thickness, the second and third are nearly 5 ft. each. These are solid masses throughout their whole extent.

By Government analysis, the stone contains in the raw state 38·62 per cent. of pure metallic iron, and in the calcined state 42·90 per cent. In the district, the quantity of stone raised at the principal works in the year 1856 was 1,350,000 tons. Also, 33 furnaces made 246,500 tons of pig-iron, which was sold at the average price of £3 12s. 6d. This is 150 tons per week per furnace. In the district more than 60 furnaces are already erected, which renders this company no speculation.

The estate is situated most remarkably for its manufacturing and commercial facilities, which cannot be surpassed. The North-Eastern Railway runs through its entire frontage, and has a siding on to it, and conveys its products direct to all inland markets and to the important and rapidly rising port of Whitby, from which vessels ply to all parts of Great Britain and the continent of Europe, and thus open up all the great metal markets of the globe.

This estate has been satisfactorily developed, at a considerable expense, and several thousand tons have been sold, and given general satisfaction to the trade. A sample was sent into Staffordshire, and produced pigs and bars of very good quality. The parties who hold the estate adjoining, convinced of the great advantages which blast furnaces must possess in this rich valley, have erected their furnaces already.

A lease, of great value, will be conveyed to the Julian Park Iron Company for the term of 60 years; also, the railway made from the main line to the calcining floor, the tramway to the works, and other matters which belonged to the former firm.

The following will enable capitalists to see the weekly and annual results taken upon the above figures, which must be highly satisfactory, even if only half these profits should be realised on an average of years.

Prime cost of production, using the actual quantities of materials as at Messrs. Cochrane's furnaces, and supposing 300 tons per week are made at two furnaces:—

DR.—2 tons 11 cwts. of calcined stone, at 3s. 8d. per ton			£0	9	4
1 „ 15 „	of coke, at 14s. per ton		1	4	6
0 „ 15 „	of lime, at 2s. per ton		0	1	6
140 „ 0 „	of slack per week, at 6s, on 300 tons iron made		0	2	10
Labour, salaries, trade charges, &c.			0	8	6
Total			£2	6	8 × 300 tons.
Cost price for 300 tons			£700	0	0
To balance, being the weekly profit			245	0	0
Total			£945	0	0
CR.—By sale of 300 tons of pig-iron, at £3 3s. per ton clear.			945	0	0

Then, £245 × 52 weeks = £12,740 annual profit on pig-iron. To this add the profit on the sale of raw and calcined stone, which, if sold to the extent only of 1000 tons per month, at 2s. 6d. per ton profit, will give £1500 as the annual profit, and this, added to £12,740, gives £14,240 per annum. It was thought best to give the actual prices and quantities required, as they will enable every one to judge for himself, without depending on this calculation.

The prime cost of materials set down includes the royalty, and every expense which can now be foreseen; and the calculations are based upon the actual prices now given at the works, and the small sum of £3 3s. per ton must be frequently exceeded by 10s. or 15s.

The cost of two furnaces and other erections will be about £8000, and the remainder of the capital is considered ample to meet the working expenses. The contracts for the works should be made, if possible, during the present depression of trade, by which much saving will be made.

For shares and all other particulars, apply to EDWARD SHELLEY, secretary, the Deanery, Wolverhampton. Samples of the stone can be seen at the Deanery.

TO BE SOLD, pursuant to a DECREE of the HIGH COURT OF CHANCERY, made in a Cause of ANN PERRENS, widow, plaintiff, against GEORGE KING HARRISON and OTHERS, defendants, with the approbation of the Master of the Rolls, in Thirty-six Lots, by Messrs. OATES and PERRENS, the persons appointed by the said Judge, at the Talbot Inn, at Stourbridge, in the county of Worcester, on Friday, the 27th day of August, 1858, at Five o'clock precisely, the following valuable FREEHOLD, LEASEHOLD, and MINERAL PROPERTY, late the property of William King, Esq., of Amblecote, in the county of Stafford, deceased.

At WOLLASTON, in the parish of OLDSWINFORD, and county of WORCESTER.

LOTS 1 TO 4.—TWO valuable PLOTS of BUILDING LAND, containing respectively 1000 and 700 square yards, and FOUR newly erected HOUSES, together with an undivided FIFTH SHARE in the REVERSION of SIX HOUSES and GARDENS, situate in the hamlet of Wollaston, near Stourbridge, in the county of Worcester.

At the LYE, in the parish of OLDSWINFORD, and county of WORCESTER.

LOTS 5 TO 11.—A MOIETY of LAND and MINES, situate at Stamber Mill, containing 1A. 0R. 26P., and fronting to the Stourbridge and Birmingham turnpike-road. FOUR FREEHOLD HOUSES adjoining the same. A MOIETY of a FIELD of LAND called TETNALL, with the MINES thereunder, containing 1A. 0R. 20P., at Stamber Mill aforesaid. A MOIETY of FIVE FREEHOLD HOUSES, at Hay-green, together with a MOIETY of SURFACE LAND, at Hay-green, containing 1R. 37P., and of the MINES under the waste land at Hay-green, containing 3A. 0R. 22P. A MOIETY of a FREEHOLD HOUSE and LAND, situate at the Lower Lye, and occupied by Samuel Cook.

LOTS 12 AND 13.—A MOIETY of the MINES lying under lands originally waste land, adjoining Back-lane and Bott-lane, in the Lye aforesaid, and containing respectively 3R. 8P. and 3R. 17P.

LOTS 14 TO 17.—A MOIETY of TWO FREEHOLD HOUSES at Bagley's Mill, containing 810 square yards. A MOIETY of a PLOT of LAND, containing 15P. A FREEHOLD HOUSE and STABLE, ajoining Bott-lane; and a MOIETY of a FIELD of LAND called GIN CRIDDEN, containing 1A. 2R. 6P., together with a MOIETY of the valuable MINES and MINERALS under the said Lots.

LOTS 18, 19, AND 20.—A MOIETY of the MINES and MINERALS lying under the lands, and a COTTAGE and GARDEN adjoining, situate at Bott-lane aforesaid, and an undivided THIRD SHARE of the SURFACE of said LANDS, containing together 13A. 2R. 32P., or thereabouts. And a MOIETY of FOUR COTTAGES and GARDENS, at the Lye, the mines under which are reserved.

LOT 21.—A MOIETY of the MANUFACTORY known as the LYE CLAY AND FIRE-BRICK WORKS, with engine, machinery, clay mills, stoves, kilns, offices, stables, &c., and of a FIELD of LAND called MILL FIELD, together with the MINES under the same; and a THIRD SHARE of the SURFACE of LANDS, now used as garden ground, and upon which the writing offices now stand; now held under lease by Messrs. Perrens and Harrison, and containing 6A. 1R. 1P.

LOTS 22 AND 23.—A MOIETY, or HALF SHARE, of the MINES and MINERALS lying under lands at the Lye, called the HILLY FIELD, POOL MEADOW, FAR POOL MEADOW, and HUMBLE DUMBLES; and ONE-THIRD SHARE of the SURFACE thereof, the whole containing 18A. 1R. 29P., or thereabouts.

At CRADLEY, in the county of WORCESTER.

LOTS 24.—A MOIETY of the MINES and MINERALS, and also of the SURFACE of LANDS at Cradley, near the Maypole, occupied by Samuel Leonard, and containing 7A. 1R. 33P., and also a COTTAGE and LAND at Quarry Bank, and 1A. 0R. 32P. of MINES under lands adjoining thereto.

LOTS 26 AND 27.—A MOIETY of a valuable ESTATE, with MINES and MINERALS thereunder, called the NETHEREND COLLIERY ESTATE, together with the colliery PLANT and MACHINERY thereon, large brick-yards, engines, kilns, sheds, &c., substantial FARM HOUSE, COTTAGES, and OUTBUILDINGS, now occupied by the representatives of the late Joseph King, or his under tenants, and containing 38A. 1R. 3P. of surface, and 42A. 0R. 17P. of mineral property. And also a MOIETY of and in TWO FREEHOLD DWELLING-HOUSES, part of the said estate.

LOT 28.—A piece of FREEHOLD LAND at Cradley Field, containing 2A. 3R. 11P., with the MINES and MINERALS thereunder.

These lots, from 5 to 28 inclusive, are sold subject to the leases and annuities granted thereon, which are fully described in the particulars of sale.

In the parish of KINGSWINFORD, STAFFORDSHIRE.

LOTS 29 TO 32.—A MOIETY of a COTTAGE at Tinkerfield, Whittymoor; a MOIETY of a COTTAGE and WHARF LAND at Seven Dwellings; a MOIETY of a FARM-HOUSE, BUILDINGS, and LAND, called COBB FARM, situate at Wordsley, containing 7A. 3R. 29P., and an undivided FIFTH SHARE in THREE DWELLING-HOUSES and LAND, situate at Audnam Bank, in the said parish.

In the hamlet of AMBLECOTE, STAFFORDSHIRE.

LOT 33.—An undivided FOURTH SHARE of a FREEHOLD BUILDING ESTATE, called DENNIS PARK, and containing 7A. 1R. 4P., or thereabouts.

LOT 34.—The LEASEHOLD INTEREST, under a lease, of the FIRE-BRICK MANUFACTORY, and the FIRE-CLAY MINES, under Lots 5 to 28 inclusive, to be granted to Messrs. Perrens and Harrison for a term of years, of which 12 are now unexpired.

LOT 35.—The LEASEHOLD INTEREST, under a lease, of the COAL, IRONSTONE, and OTHER MINES under the aforesaid properties, to be granted to the representative of Joseph King, Esq., for a similar term.

LOT 36.—An undivided MOIETY of FREEHOLD LAND and MANUFACTORY, in Silver-street, Birmingham, occupied by Mr. W. H. King.

Particulars and conditions may be had, gratis, of Messrs. GREGORY, GREGORY, SKIRROW, and ROWCLIFFE, solicitors, 1, Bedford-row, London; of Mr. WHEELOCK, solicitor, Gray's Inn-square, London; of Messrs. GRAY, ARMSTRONG, and MOUNSEY, solicitors, Staple Inn, London; of Messrs. COLLIS, BERNARD, and KING, solicitors, Stourbridge; of Messrs. MOUNSEY and SONS, solicitors, Carlisle; of the auctioneers, at Stourbridge; and at the following inns:—The Talbot and Vine Hotels, Stourbridge; the Hotel, Dudley; the Union Hotel, Birmingham; and the Swan Inn, Wolverhampton.

GREGORY, GREGORY, SKIRROW, and ROWCLIFFE,
1, Bedford-row, London, Plaintiff's Solicitors.

Now ready, price 2s. 6d. each part.

SOUTH WALES INSTITUTE OF ENGINEERS.

The PROCEEDINGS of this INSTITUTION are PUBLISHED in QUARTERLY PARTS, which contain the Papers read before the Members, unabridged, and accompanied by the necessary explanatory plates, together with full abstracts of the discussion upon them.

Part I contains:—The President's Inaugural Address. On the Manufacture of Tinplates, by Mr. EBENEZER ROGERS. On Blast Furnaces, by Mr. PARRY.

Part II contains:—On the Action of Featy Water containing Copper, on a Boiler, by Mr. RILEY. On the Effect of Momentum on Pumping Engines, by Mr. MICHELL. On Turret Clocks, by Mr. COPE PEARCE. On the Manufacture of Iron with Charred Coal, by Mr. THOMAS.

London: Published at the *Mining Journal* office, 26, Fleet-street.

GEOLOGICAL MAP OF THE TAVISTOCK MINING DISTRICT; to be published in the best style of Chromo-Lithography.

The MAP to comprise the ENTIRE SERIES of MINES, with their BOUNDARIES, between the TAMAR RIVER and the LYDFORD, supposed to extend 12 square miles.

This work has long been required by the public, and will be carried out with the skill and ability experience only can command. The scale is proposed to be 12 chains to the inch; the size of the map will, therefore, be convenient.

The copies will be delivered in the order of subscription, at One Guinea each. Subscribers, therefore, if desirous of obtaining early impressions, will oblige the publisher by forwarding their names.

Attested copies may be secured by a post-office order for 5s. at the time of subscribing, and the remaining 16s. per copy to be paid at the time of delivery.

Subscriptions received by Mr. CHARLES WILLIAMS, Tavistock, Devon, the publisher; or at the *Mining Journal* office, 26, Fleet-street, London.

WANTED, about SEVEN HUNDRED YARDS of SECOND HAND IRON RAILS, either bridge or flat, for ordinary mining purposes. Parties having such rails on hand, and desirous to dispose of them, will find a purchaser by applying to ANDREW B. CLARKE, Esq., Goldscope Mines, near Keswick.

WANTED, a SITUATION as ENGINEER, to SUPERINTEND ENGINES, MACHINERY, FITTING, and ERECTING, or take the MANAGEMENT of a FITTING DEPARTMENT. A good draughtsman, and well acquainted with the general business of iron-works. Would not object to go abroad. Would plan and work out details for any gentleman requiring such service.—Address, "Zetitle," care of B. Dangerfield, Temple-street, West Bromwich.

TO IRONMASTERS.—WANTED, a SITUATION as FORGE and MILL MANAGER, by an experienced middle aged man, who has a thorough practical knowledge of the business in all its branches. Unexceptional references can be given.—Address, P. 39, *Journal* office, Birmingham.

WATER-WHEEL WANTED for WEST DOLCOATH MINE (LIMITED), about 36 ft. diameter, and 3½ ft. breast.—Address particulars to Mr. SPARGO, at the mine, Camborne, Cornwall.

ONE THOUSAND TONS NEW DOUBLE HEADED RAILS, 72 lbs. per lineal yard, lengths 21, 18, and 15 ft., punched for fishing, FOR SALE, at Cardiff.—Address, "E. Z.," Langbourne Coffee-house, City, E.C.—August 17, 1858.

FOR SALE, OR HIRE, TWO 12-in. WINDING and PUMPING ENGINES, ONE 9-in. PUMPING ENGINE, on strong wood frames for portability. BOILER with fittings, 4 tons (nearly new). Also, a 20 fms. 7-in. DRAWING LIFT complete, at 6s. 3d. per cwt.—Apply to J. S. PHILLIPS, Engineer, &c., Marazion.

FOR SALE, a 24 in. WHIM HORIZONTAL ENGINE, with a 10 tons boiler, nearly new, in excellent condition, and drawing machine attached As this engine is very superior in make and condition, parties requiring one will do well to examine it.—Apply to Mr. C. WESCOMB, 21, Southernhay, Exeter.

INCRUSTATIONS IN STEAM BOILERS are EFFECTUALLY REMOVED and PREVENTED by USING EDWD. MUFF'S COMPOSITION.—Testimonials, with directions for use, may be had at Tyersall Hall, near Bradford, by post or otherwise, where orders and communications will receive prompt attention.

MINERAL BORING.—The PATENT INDIA RUBBER ACCUMULATORS are APPLIED as SPRINGS to BORING RODS. Four men will work a 30 cwts. rod through a stroke of 8 in.—A drawing and description may be had of the patentee, R. E. HODGES, 44, Southampton-row, Russell-square, W.C.

GOVERNMENT SCHOOL OF MINES, AND OF SCIENCE APPLIED TO THE ARTS.

DIRECTOR—Sir RODERICK IMPEY MURCHISON, D.C.L., M.A., F.R.S., &c.

During the Session 1858-59, which will COMMENCE on the 4th October, the following COURSES of LECTURES and PRACTICAL DEMONSTRATIONS will be given:—

1.	CHEMISTRY	By A. W. HOFMANN, LL.D., F.R.S., &c.
2.	METALLURGY	By JOHN PERCY, M.D., F.R.S.
3.	NATURAL HISTORY	By T. H. HUXLEY, F.R.S.
4.	MINERALOGY	By WARINGTON W. SMYTH, M.A., F.R.S.
5.	MINING	
6.	GEOLOGY	By A. C. RAMSAY, F.R.S.
7.	APPLIED MECHANICS	By ROBERT WILLIS, M.A., F.R.S.
8.	PHYSICS	By G. G. STOKES, M.A., F.R.S.

INSTRUCTION IN MECHANICAL DRAWING, by Mr. BINNS.

The fee for Matriculated Students (exclusive of the laboratories) is £30, in one sum, on entrance, or two annual payments of £20.

Pupils are received in the Royal College of Chemistry (the laboratory of the school), under the direction of Dr. Hofmann, at a fee of £10 for the term of three months. The same fee is charged in the Metallurgical Laboratory, under the direction of Dr. Percy. Tickets to separate courses of lectures are issued at £1, £1 10s., and £2 each. Officers in the Queen's or the East India Company's service, Her Majesty's Consuls, acting mining agents and managers, may obtain tickets at reduced charges.

Certificated schoolmasters, pupil teachers, and others engaged in education, are also admitted to the lectures at reduced fees.

His Royal Highness the Prince of Wales has granted Two Exhibitions, and others have also been established.

For a prospectus and information, apply at the Museum of Practical Geology, Jermyn-street, London. TRENHAM REEKS, Registrar.

TO CONTRACTORS.

RAILWAY WORKS IN SPAIN.—TUDELA AND BILBOA RAILWAY.—The Council of Administration duly give notice to parties desirous of PROPOSING for the EXECUTION of the WORKS of the FIRST SECTION of the above railway, comprising 16 kilometres, from Bilboa to Arrancudiaga, that on the 20th of August next the plans, sections, specification, &c., of the same will be ready for their inspection at the company's offices, Calle de Santa Maria, No. 8, Bilboa, where from that date every necessary information will be afforded to contractors who may apply.

Sealed proposals, presented in conformity to the conditions which all parties interested may consult at the same time, will be received up to Twelve o'clock (noon) on the 19th day of September, and the Council will decide the contract at the same hour the following day. The Council do not bind themselves to accept the lowest or any tender.

Parties making proposals must present proper securities for the due performance of the contract, and be prepared to satisfy the Council that they have the command of, and will have at the works on the day stipulated for beginning the same, sufficient plant to insure the completion of the contract on the day to be appointed.

On and after the 20th August, general information as to the character of the works will be furnished on application at the office of CHARLES VIGNOLES, Esq., the engineer-in-chief of the company, No. 21, Duke-street, Westminster, London, S. W.

CIPRIANO SEGUNDO MONTESINO, Managing Director.

Bilboa, August 3, 1858.

COPIAPO AND CALDERA RAILWAY.—Notice is hereby given, that the next QUARTERLY DIVIDEND of 4 per cent. will be PAYABLE on the shares of the above company to the holders of shares registered in England, at the banking house of Messrs. Williams, Deacon, and Co., on and after 19th October next.

By order,
Office of Registry and Transfer, 2, New Broad-street, August 17, 1858. EDWARD J. COLE.

COPIAPO EXTENSION RAILWAY COMPANY.—Notice is hereby given, that the directors have made a CALL of ONE POUND PER SHARE, making, with instalments already paid, the sum of £6 per share, payable at the banking house of Messrs. Williams, Deacon, and Co., on or before the 15th day of September next.

The scrip certificates, together with the bankers' receipt, must be left at the offices of the company, No. 2, New Broad-street, to have the call inscribed thereon.

The interest for the six months, ending 31st July last, will be paid at the same time.

By order of the Directors,
London, August 17, 1858. EDWARD J. COLE, Sec.

CALEDONIAN RAILWAY COMPANY.—Notice is hereby given, that the next HALF-YEARLY GENERAL MEETING of the Caledonian Railway Company will be HELD at the Merchants' Hall, Hutcheson-street, Glasgow, on Tuesday, the 14th day of September, 1858, at One o'clock afternoon, in terms of the statute.

At this meeting (in addition to the ordinary statute business) it will be proposed to empower the issue of debenture stock in lieu, in whole or in part, of the mortgage or bond debt of the company, under the provisions of the Acts of Parliament obtained to that effect.

The transfer books will be closed from Wednesday, the 1st of Sept., inclusive, until after the meeting.

By order of the Board,
Caledonian Railway Company's Offices, Glasgow, August 20, 1858. WM. JOHNSTON, Chairman. ARCH. GIBSON, Sec.

HIBERNIAN MINE COMPANY.—Notice is hereby given, that the DIVIDEND of FIFTEEN SHILLINGS PER SHARE for the six months ended 30th June, 1858, will be PAID to the registered proprietors, at the office, No. 17, Crow-street, Dublin, on and after 1st September, 1858.

RIBDEN MINING COMPANY (LIMITED).—Notice is hereby given, that the FIRST GENERAL MEETING of this company will be HELD at the Shrewsbury Arms, Farley, Staffordshire, on Tuesday, the 31st inst., at Twelve o'clock at noon, for the transaction of general business.

By order of the Board,
5, Waterloo-place, Pall Mall, London, August 19, 1858. J. DICKINSON BRUNTON.

RIVER TAMAR COPPER MINING COMPANY (LIMITED).—Notice is hereby given, that the FIRST ANNUAL GENERAL MEETING of the shareholders of this company will be HELD at the offices of the company, on Monday, the 30th inst., at One o'clock precisely.

By order of the Board,
10A, King's Arms-yard, Moorgate-street, August 10, 1858. S. ANGUS, Sec.

ROYAL SANTIAGO MINING COMPANY.—The directors beg to remind the shareholders that a CALL of ONE POUND PER SHARE upon the 7000 shares of the company was made at the extraordinary meeting of the shareholders, held on the 1st ult., payable on or before the 2d Sept. next, to defray the cost of working the mine, and the cost of machinery, rendered necessary by the accident on the 9th May last.

A form to make the call will be delivered to the shareholders upon application at the office, and the certificate of the shares must be left at the same time, to have the payment endorsed thereon.—38, Broad-street-buildings, August 3, 1858.

WILDBERG GREAT CONSOLIDATED MINING COMPANY.—The ANNUAL REPORT of the COUNCIL of ADMINISTRATION is NOW READY for DISTRIBUTION to shareholders, on application at this office.

A PRELIMINARY MEETING of shareholders will be HELD at the London Tavern, on Monday next, the 23d inst., at Two o'clock precisely.

And the FIFTH ANNUAL GENERAL MEETING will be HELD at the Hotel Disch, Cologne, on Saturday, the 28th inst., at Twelve o'clock precisely.

PHILLIPS and DARLINGTON, Managers.

London Agency, 36, Cannon-street, E.C.

CHANCELLORSVILLE FREEHOLD GOLD MINING COMPANY.—The HOLDERS of SCRIP in the above company are INFORMED that, pursuant to numerous requests, the directors of the Anglican Smelting, Reduction, and Coal Company (Limited) have consented to EXTEND the TIME for ACCEPTING the TERMS proposed by them to the 31st inst.

Particulars may be obtained at No. 1, Great Winchester-street.
London, August 17, 1858.

UNITED STATES OF AMERICA.—DUPEE, BECK, and SAYLES, BOSTON, MASSACHUSETTS, BROKERS for the PURCHASE and SALE of STATE, CITY, and RAILROAD SECURITIES, MANUFACTURING, and BANK SHARES, give particular attention to the MINING COMPANIES of LAKE SUPERIOR, and furnish reliable information concerning them.

[DUPEE, BECK, and SAYLES refer to the Editor of the *Mining Journal*.]

In the Court of the Vice-Warden of the Stannaries. Stannaries of Cornwall.

In the Cause of RICKARD v. CONGDON AND OTHERS.

IN RE NORTH WHEAL TRELAWNY.

NOTICE IS HEREBY GIVEN, that, pursuant to an ORDER, or DECREE, made in the above-mentioned Cause, and bearing date the 7th day of July last past, a PUBLIC AUCTION will be HOLDEN at the Registrar's Office, Truro, on Wednesday, the 1st day of September next, at Twelve o'clock at noon, for SELLING—

8 (4240th) SHARES of the defendant Josiah Harris the elder.
20 (4240th) SHARES of the defendant Chamney Leicester.
16 (4240th) SHARES of the defendant William Prout; and
120 (4240th) SHARES of the defendant Newell Vicary Squarey.

Respectively of and in the said MINE, or as many of the said several shares as may be necessary to satisfy the said Order, or Decree, and of and in the ORES, HALVANS, ENGINES, MACHINERY, MATERIALS, and OTHER EFFECTS, upon and belonging to the said MINE.

For further information, application may be made to Mr. STOKES, plaintiff's solicitor, Truro.—Dated Registrar's Office, Truro, August 17, 1858.

In the Court of the Vice-Warden of the Stannaries. Stannaries of Cornwall.

In the Cause of JEFFREE v. GOSLETT AND ANOTHER.

IN RE ROSEWARNE CONSOLS MINE.

NOTICE IS HEREBY GIVEN, that, pursuant to an ORDER, or DECREE, made in the above-mentioned Cause, and bearing date the 21st day of July last, a PUBLIC AUCTION will be HOLDEN, at the Registrar's Office, Truro, on Wednesday, the 1st day of September next, at Twelve o'clock at noon, for SELLING—

100 (4096th) PARTS, or SHARES, of the said defendant, Alfred Goslett.

Of and in the said MINE, or as many of the said shares as may be necessary to satisfy the said Order, or Decree, and of and in the ORES, HALVANS, ENGINES, MACHINERY, MATERIALS, and OTHER EFFECTS, upon and belonging to the said MINE.—For further information, application may be made to Mr. JOSIAH BERRY, plaintiff's solicitor, 27, Bucklersbury, London; or to Messrs. HODGE and HOCKIN, solicitors, Truro.—Dated Registrar's Office, August 18, 1858.

VALUABLE MINING MATERIALS AND MACHINERY FOR SALE.

MR. GEORGE SEALY is instructed to offer for SALE, BY AUCTION, on Monday, Aug. 23 next, at Eleven o'clock in the forenoon, at WHEAL TREVELYAN MINE, in the parish of Perranuthnoe (about two miles from Marazion), the following very excellent MACHINERY AND MATERIALS, viz:—

A 36-in. cylinder PUMPING ENGINE, 9 ft. stroke, equal beam, boiler 10 tons, balance-bob and connections complete.

A 24-in. STAMPING ENGINE, boiler 10 tons, fly-wheel, sweeprod, with axle, 16 heads, frames, lifters, &c., complete. Shears, with sheaves and brasses; 8-armed capstan, with oak axle and cast-iron centre-piece, 10-in. capstan rope, 160 fathoms; 27 10 in. pumps; 22 11 in. ditto; 2 12 in. ditto; 1 11 in. H-piece; 2 11 in. top door-pieces; 2 11 in. windbores, 6 ft. long; 1 10 in. working, 11 ft. long; 1 10 in. ditto, 12 ft. long; 1 sinking windbore, 9 ft. long; 1 11 in. H and top door piece; 1 10 in. windbore, 5 ft. long; a double and single crab winch; winding-jack; hand-screw; 1 10 in. plunger pole, 11 ft. long; 1 9 in. ditto, 10½ ft. long; 3 matching pieces; 2 pole-cases with stuffing-boxes, &c.; 2 smiths' bellows; 2 ditto anvils; smiths' tools; plates and taps; 30 fathoms 13½ in. pump-rods; 80 fathoms main rods; 10 pairs of strapping-plates; 90 fms. 10 in. iron stave ladders; rod and flange bolts, staples, &c.; 6 horse-whims, with chains and kibbles; stamps' floors; frames, buddles, kieves, and sheds; 3 pairs of blocks; 2 grinding-stones; carpenters' bench; two cisterns; several lots of timber; account-house furniture; and several other articles.

N.B. The whole of the above machinery and materials are nearly new, and will be found in excellent condition.—Marazion, July 30, 1858.

GLAMORGANSHIRE.

TO COLLIERY PROPRIETORS AND COAL SHIPPERS.

IMPORTANT SALE of very valuable LEASEHOLD COLLIERIES and FARMS, situate in the RHONDDA VALLEY, in the county of GLAMORGAN, within a few yards of, and in connection with, the Rhondda-fawr branch of the Taff Vale Railway.

MR. T. WATKINS is instructed to SELL, BY AUCTION (unless previously disposed of, of which due notice will be given), at the Cardiff Arms Hotel, in the town of Cardiff, on Thursday, the 9th day of September, 1858, at Three o'clock in the afternoon for Four o'clock precisely, subject to such conditions of sale as shall be then and there produced.

All that valuable WORKING COLLIERY, with all the PLANT and MACHINERY and BUILDINGS thereon (except the cottages and gardens on building ground sublet), together with the several farms held conjointly therewith, known as the DUNRAVEN COLLIERY, situated in the Rhondda Valley aforesaid, in the parish of Ystradyfodwg, in the county of Glamorgan, adjoining to and in connection with the Rhondda branch of the Taff Vale Railway, held under leases for the unexpired terms of 58 and 59 years respectively, on highly advantageous terms, and at unusually favourable royalties, way leaves, and dead rents, comprising the whole of the MINERALS under the Hendrewen, Tydraw, Hendregeilin, and portions of Blaenrhondda and Ystradffernol Farms, in the said parish of Ystradyfodwg, containing an area of 955 acres, and including the surface of all the before-mentioned farms, excepting Blaenrhondda and Ystradyffernal, having a surface area of 730 acres.

The property contains all the well-known and celebrated MINERAL MEASURES of the district, with IRONSTONE, BLACKBAND, and valuable STONE QUARRIES, including the celebrated ABERDARE STEAM COAL. The ABERGORCHY SEAM of STEAM COAL is now being worked by two levels, adjoining to and in connection with the Rhondda branch of the Taff Vale Railway; the present output exceeds 150 tons per day, which may at a very moderate outlay be increased to 300 tons per day.

The colliery has a direct communication by the Taff Vale Railway with the flourishing port of Cardiff, and with the Ely Docks and Harbour, from both of which it is distant 2¾ miles. It has also a direct communication with the important districts of Staffordshire and Shropshire, by the loop line of the Newport, Abergavenny, and Hereford Railway.

The colliery horses, sheep, farming stock, and implements may be taken at a valuation, at the option of the purchaser.

Further particulars may be had of the auctioneer, Cardiff; or of Mr. H. J. HOLLIER, solicitor, Aberdare.

COPPER AND NICKEL MINES.—The HOLDERS of a METALLIC MINERAL CONCESSION in SWITZERLAND are WILLING to TRANSFER their RIGHTS and PRIVILEGES upon TERMS HIGHLY ADVANTAGEOUS to the PURCHASER. This concession contains several deposits of copper, but is more especially valuable for its numerous rich nickel lodes, which can be traced for a great distance. Parties desirous of acquiring the right to raise the ores for a fixed term of years would also be treated with. Address, for further particulars, prepaid and in French, to Mr. POULET, Ingenieur Civil de Mines, Rue Vinertex Isle 23, à Liege, who is entrusted with the sale of some valuable sulphur (iron pyrites) mines.

SPARE MINING MATERIALS FOR SALE, at REETH CONSOLS MINE, Towednack, near St Ives, BY PRIVATE CONTRACT.

One 40 in. cylinder PUMPING ENGINE, 7 ft. stroke in the shaft, and 8 ft. stroke in the cylinder, with 18 tons of boilers and connections complete.

Also, one 22 in. cylinder STEAM WHIM, 8ft. stroke, with perpendicular cage nearly new; 130 fms. of pitwork of various sizes, with shaft rods and various other materials.

For further information, apply to Captain CHAMPION, on the mine; or to Mr. H. WILLIAMSON, St. Ives.

FOR SALE, BY PRIVATE CONTRACT, DEVIOCK WOOD MINE, IN THE PARISH OF CARDINHAM, CORNWALL.

The operations on this mine have been hitherto confined to driving an adit level for about 120 fms. on the course of the lode, in which some good lead ore has been raised. Its further prosecution will require the erection of a steam-engine, and the sett is now offered to any party willing to treat for the same. It immediately adjoins Wheal Glynn Mine, on which an engine has been erected, and the lode proved to a depth of about 30 fms. under the adit. A sett for 21 years will be granted by the Honourable ANNA MARIA AGAR, on the usual terms.

Further particulars may be obtained on application to Mr. S. W. JENKIN, Liskeard. Dated August 7, 1858.

TO BE SOLD, BY PRIVATE TREATY, THE UNEXPIRED TERM of LEASE of certain extensive and valuable LEAD MINES, situated between the town of Newtownards and Bangor, in the county of Down, Ireland, and called the NEWTOWNARDS MINES; together with the MACHINERY, TOOLS, IMPLEMENTS, STORES, and MATERIALS, theretobelonging; including FIVE STEAM-ENGINES, EXCELLENT CRUSHING MILLS, and every requisite convenience for carrying on an extensive business. These mines have already yielded in profits £85,000 and upwards, and are still working at a profit. It is now requisite to open out new ground, of which there is a large extent unexplored; from the nature of the Deed of Association, the directors are unable to make calls upon the shareholders, and it has been determined to dispose of the mine.

The LEASE, which comprises the whole townind of White Spots, is held for the life of a healthy young man, 19 years of age, together with an unexpired term of six years from the 1st November last. The works are conveniently situated within a few miles from the port of Bangor, where the mining company have a store.

A few spirited adventurers, willing to embark a moderate capital, will find this a most favourable opportunity, offering fair and reasonable prospects of success.

Terms and particulars may be known upon application to W. BECKWITH, Esq., Douglas, Isle of Man; or Mr. H. B. NOBLE, Secretary of the Newtownards Mining Company, Douglas.—April 7, 1858.

WELSH SLATE QUARRY.—TO BE SOLD, BY PRIVATE CONTRACT, the TREFLAN RIVER QUARRY, situate a short distance from the turnpike-road, and four miles distant from the town of Carnarvon, where the most complete facilities for water and railway conveyance are afforded. It comprises the slate under about 28 acres of land, and has a level driven into the hill side of about 100 yards, presenting a face of slate of excellent quality, 60 ft. thick, above such level, with sufficient cavity at the entrance thereof for tipping there without further cartage.

To view the quarry, apply to JEREMIAH DAVIES, at Bank Quay, Carnarvon; and for price and particulars, to Messrs. NORTH and SON, solicitors, 9, Park-row, Leeds.

TO LET, the COAL, IRONSTONE, and FIRE-CLAY, under lands in the GWENDRAETH VALLEY, SOUTH WALES, belonging to Lieut.-Colonel S. Cowell Stepney, consisting of SEVENTEEN SEAMS OF COAL, varying in thickness from 2 to 9 ft.; numerous SEAMS of IRONSTONE, with ONE SEAM of BLACKBAND, about 16 in. thick.

The Gwendraeth Canal passes through the property, and leads to the South Wales Railway, as well as to the ports of Kidwelly and Pembrey; the latter port being about eight miles distant, and having a floating dock capable of accommodating vessels of 500 tons and upwards.—For further particulars and to treat apply to CHARLES BERKELEY, Esq., solicitor, 52, Lincoln's Inn-fields, London; or to WILLIAM ROBSON, Esq., mining engineer, Llanelly, South Wales.

ISLE OF MAN.—BEST CONVENIENCE for TIPPING, only fifteen yards from the sea. Any quantity of metal, and proved to be the best in the world. Vessels could be loaded at the quarry. It comprises about three miles in length, and one in breadth. Good cart road to the slate quarry, and only the one quarry in the island.—JOSEPH and ROBERT ROBERTS, Peel, Isle of Man.

LEAD FOR EXPORTATION.—PIG-LEAD (hard and soft) SOLD at LOW RATES. The BEST PRICE given for LEAD ASHES, &c., and OLD LEAD.—ROUTLEY and Co., Southwark Lead Works, Grosvenor, London.

FURNACES IN SCOTLAND, IRELAND, ENGLAND, AND ELSEWHERE (LAND or MARINE), MADE to PREVENT SMOKE and ECONOMISE COAL, &c., by the PATENT REGULATING AIR-DOORS, delivered in London at £12 12s. each. ENTIRE COST COVERED BY SAVING OF FUEL IN A FEW MONTHS.—J. LEE STEVENS, 1, Fish-street-hill, London, E.C.

OVERLAND ROUTE.—WEEKLY COMMUNICATION BY STEAM TO INDIA, &c., VIA EGYPT.

The PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY BOOK PASSENGERS and RECEIVE GOODS and PARCELS for the MEDITERRANEAN, EGYPT, ADEN, CEYLON, MADRAS, CALCUTTA, the STRAITS, CHINA, and MANILLA, by their steamers leaving Southampton on the 4th and 20th of every month; and for the MEDITERRANEAN, EGYPT, ADEN, and BOMBAY, by their packets leaving Southampton about the 11th and 27th of the month.

For further particulars, apply at the company's offices, No. 122, Leadenhall-street; and at Oriental-place, Southampton.

STEAM UNDER SIXTY DAYS ECLIPSED.

The MARCO POLO of this line sailed with the steam-ship ROYAL CHARTER from Melbourne, and arrived in Liverpool eight days before her.

PASSAGE MONEY £14 AND UPWARDS.

BLACK BALL LINE BRITISH AND AUSTRALIAN EX-ROYAL MAIL PACKETS.

Appointed to Sail from LIVERPOOL on the 5th of each Month, FOR MELBOURNE,

Forwarding Passengers by Steam to various Ports in AUSTRALIA AND TASMANIA.

Ship.	Register.	Burthen.	Captain.	Date.
ELLEN STUART	1388	4000	BROWN	5th September.
GREYHOUND	1410	4000	DAVIES	5th October.
BRITISH TRIDENT	1555	3000	O'NEILL	5th November.
LIGHTNING	2090	4500	BURNE	5th December.
MARCO POLO	1625	3500	CLARKE	5th January.
DONALD McKAY	2604	5000	TOBIN	5th February.

The above line is composed of the LARGEST, the FINEST, and FASTEST MERCHANT SHIPS in the WORLD, and have been built by the most celebrated builders of the day, including M'Kay, of Boston. They are commanded by men who have already rendered themselves famous, and their equipments and accommodations are unequalled by any line of ships afloat.

The Black Ball Line has had the distinguished honour of a visit from Her Majesty the Queen, who was most graciously pleased to say that she had no idea there were such magnificent ships in her merchant navy.

Freight and passage, apply to the owners, JAMES BAINES and Co., Liverpool; or to T. M. MACKAY and Co., 2, Moorgate-street, London, E.C.

PASSAGE MONEY £14 AND UPWARDS.

WHITE STAR LINE OF BRITISH AND AUSTRALIAN EX-ROYAL MAIL PACKETS.

SAILING BETWEEN

LIVERPOOL AND MELBOURNE, on the 20th and 27th of every month, and forwarding Passengers by Steamers at through rates to ALL PARTS OF AUSTRALIA.

To the consignment of H. T. Wilson and Co., Melbourne.

Ship.	Captain.	Register.	Burthen.	To sail.
MERMAID	J. WHITE	1320	4500	Sept. 20.
TASMANIA	NOURSE	1198	4000	Sept. 27.
SHALIMAR	J. R. BROWN	1452	4500	Oct. 20.
RED JACKET	M. H. O'HALLORAN	2460	5000	—
WHITE STAR	T. C. C. KERN	2360	5000	—

The famous clipper ship *Mermaid*, Capt. James White, late chief officer of the *White Star*, will be dispatched as the packet of the 20th September, with mails, cargo, and passengers. She has made some of the quickest passages on record, and has sailed the extraordinary distance of 3740 geographical miles in 13 successive days. Her outward passages have been made in 72, 75, and 77 days, and from Melbourne to Liverpool in 75 and 77 days. Her saloons are handsome, and elegantly furnished.

The magnificent packet ship *Tasmania* is remarkably fast, and is now on her second voyage in this line. Her saloons are spacious, and handsomely furnished. Bed, bedding, and necessaries for saloon passengers in all the ships.

Passengers embark on the 20th and 27th of September.

For freight or passage, apply to the owners, H. T. WILSON and CHAMBERS, 21, Water-street, Liverpool.

AUSTRALIA.—WHITE STAR CLIPPERS.—The famous clipper ship, MERMAID, 1320 tons register, 4500 tons burthen, Capt. JAMES WHITE, late chief officer of the *White Star*. This well-known and splendid clipper will be dispatched as the packet of the 20th Sept., with mails, cargo, and passengers. She has made some of the quickest passages on record, and has sailed the extrordinary distance of 3740 geographical miles in 13 successive days. Her outward passages have been made in 72, 75, and 77 days, and from Melbourne to Liverpool in 75 and 77 days. Her saloons are handsome and elegantly furnished. Bed, bedding, and linen for saloon passengers. Passengers embark on Monday, the 20th September.—For freight or passages apply to the owners, H. T. WILSON and CHAMBERS, 21, Water-street, Liverpool.

GOLD GETTING MACHINERY FOR LARGE OR SMALL QUANTITIES.—STAMPS (DRY) for REDUCING ORES or QUARTZ to FINE FLOUR for AMALGAMATION. AMALGAMATORS, RETORTS, PUMPS, and everything for MINING PURPOSES, to be seen at work at J. WALKER'S, 17, Cowper-street, City-road.

BRICKS.—MESSRS. OATES AND INGRAM inform brick makers on an extensive scale that their PATENT SOLID BRICK MACHINE is now THOROUGHLY and EFFICIENTLY TESTED, and are prepared to OFFER the following counties to the trade, in districts, either by ROYALTY or PURCHASE:—Middlesex, Surrey, Sussex, Essex, Kent, Norfolk, Suffolk, Cambridge, Oxford, Gloucester, Hertford, Berks, Bucks, Huntingdon, Devon, Cornwall, Dorset, Wilts, Hants, and Isle of Wight.

With this PATENT MACHINE the ordinary surface clay requires no preparation whatever, whilst that of a rocky nature has merely to be passed through rollers in the usual way, AND THENCE, WITHOUT ANY TEMPERING, INTO THE MACHINE, FROM WHICH THE BRICKS ARE REMOVED DIRECT TO THE KILN IN A STATE READY FOR BURNING.

The MACHINE is now making UPWARDS OF THIRTY BRICKS PER MINUTE at the works of Messrs. KIRK and PARRY, Governmentcontractors, Fort Elson, near Gosport; and also at the Patent Solid Brick Works of T. WILLIS INGRAM, Oldbury, near Birmingham.

Application for orders to see the machine in operation to be made to Messrs. OATES and INGRAM, Bradford-street, Birmingham. Samples of clay may be sent and passed through the machine, and the bricks burnt, or a sample brick will be sent to any party wishing to see one.

ARNOLD AND SONS, WIRE WORKERS, WEAVERS, AND IRONMONGERS TO HER MAJESTY.

Nos. 9, 12, AND 13, FORE STREET, DIVONPORT, DEVON.

ARNOLD and SONS being MANUFACTURERS of WIRE WORK, can with confidence ensure the strongest and best quality goods to all who entrust orders to their care.

MINES SUPPLIED with Brass and Iron Wire Sieves, Brass Machine Bottoms, Iron Cylinder Sifts, Copper Bottoms, Stamp Grates, Delering Serges, &c.

MINING MATERIALS of every description supplied on the best terms.

Price Lists sent on application.

ARNOLD and SONS have a very extensive Stock of furnishing, Navy, Army, and General Ironmongery.—Devonport, Three Doors above the Post-office.

THE ONLY GAUGE GLASSES THAT WILL STAND A PRESSURE FROM 100 lbs TO 500 lbs.

Edinburgh, Perth, and Dundeeand Scottish Central Railways, Locomotive Departmen—Perth, Dec. 20, 1856.

We have now used the Glass Tubes for Water Guges, made by Mr. Tomey, for three years, and can recommend them to railway engineers. I have not seen any equal to them. ALEX. ALLAN, M. Ins C.E., Locomotive Superintendent.

Are used on the London and North-Western, astern Counties, Midland, and all the principal railway lines in Great Britain. ENOCH TOMEY, Canal-street, Perth.

GUTTA PERCHA BANDS, TUBING, &c.—Our BANDS, carefully MANUFACTURED from the VERY BEST GUTTA PERCHA only, are considerably CHEAPER, and, when fairly worked, are far more DURABLE than LEATHER. Can be had in lengths of 100 or 120 feet without a joint, are easily joined or repaired, and are, when worn out, re-purchased by us at about one-third of their original cost. In the event of a leak down, a band of any size can be supplied within a few hours of receipt of order. The present prices are as under:—

Bands ⅛ in. thick and upwards ½ in. .. 2s. 0d. per lb.
Bands above ½ in. thick ..... 2s. 2d. per lb.

Subject to a liberal discount for cash, varying according to quantity. TUBING and other articles equally low. All our patented manufactures are to be obtained wholesale from our own works; retail from any of our dealer

THE WESTHAM GUTTA PERCHA COMPANY.

West-street, Smithfield, London, E.C.

MINER'S, SUMP, AND AGENT'S HAT CAPS.—COCKING AND SON, FELT AND SILK HATTERS, REDRUTH and PENZANCE, beg to inform directors, managers and agents of mines, that they continue to SUPPLY MINER'S HAT CAPS (No. 1), SHIPMEN'S (No. 2), and AGENTS (No. 3), WARRANTED WATERPROOF, WHOLESALE on the most reasonable terms.

Orders for foreign mines punctually attend to, securely packed, and removed on board vessels, either at the Ports of Penzance or Ayle, free of shipping charges.

FELTS for SWIMMING COVERS and SACK DOORS made to order at the shortest possible notice.—Dated Chapel-street, Penzance, June 24, 1858.

NEW PATENT ACT, 1852—Mr. CAMPIN, having advocated Patent Law Reform before the Government and Legislature, and in the pages of the *Mining Journal*, &c., is now READY to ADVISE and ASSIST INVENTORS in OBTAINING PATENTS, &c., under the NEW ACT.

The Circular of Information, gratis, on application to the Patent Office and Designs' Registry, 156, Strand.

WINES FROM SOUTH AFRICA.—DENMAN, INTRODUCER of the SOUTH AFRICAN PORT, SHERRY, &c., 20s. per dozen, bottles included. The all-established and daily increasing reputation of these wines (which greatly improve bottle), renders any comment respecting them unnecessary. A pint sample of each 24 stamps.

Wine in cask forwarded to any railway station in England.

EXCELSIOR BRANDY, Pale or Brow. 15s. per gallon, or 30s. per dozen. Terms cash. Country orders must contain a remittance. Cross checks, Bank of London.

Price lists awarded on application.

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NOTICE TO RAILWAY AND STEAM-BOAT TRAVELLERS, —ANDERTON'S HOTEL, 164, 165, FLEET STREET. BREAKFAST, with joint, 1s. 6d. BEDS, 1Os. 6d. per week. DINNERS from Twelve to eight o'clock; joint and vegetable, 1s. 6d.; with soup or fish, 2s. TURTLE SOUP AND VENISON DAILY. TABLE D'HOTE at Half-past one and Half-past five, at Two Shillings each. A night porter in attendance.

RAILWAY WAGONS.—WILLIAM A. ADAMS AND CO. MIDLAND WORKS, BIRMINGHAM.

BROAD AND NARROW GAUGE COAL AND IRONSTONE WAGONS. IN STOCK—FOR SALE OR HIRE.

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MANUFACTURERS OF EVERY DESCRIPTION OF RAILWAY PLANT AND IRONWORK.

NEW AND SECOND-HAND RAILWAY WAGONS ALWAYS IN STOCK FOR SALE OR HIRE.

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THE BIRMINGHAM WAGON COMPANY (LIMITED) HAS RAILWAY WAGONS FOR HIRE.

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PIG, BAR, PLATE IRON, CHAINS, ANCHORS, FORGINGS, GIRDERS, PIPES, FOUNDRY WORK.

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MESSRS. S. ELLIS AND CO., ENGINEERS AND IRONFOUNDERS, respectfully inform RAILWAY COMPANIES, ENGINEERS, and CONTRACTORS, that they continue to manufacture SWITCHES and CROSSINGS, WATER COLUMNS, TRAVELLING CRANES, TURN-TABLES, WHARF CRANES, STEAM CRABS, WINDLASSES, &c.

And have now READY FOR SALE—ONE 10 ton WHARF CRANE, THREE 5 ton WHARF CRANES, ONE 12 ft. TURN-TABLE, TWO 13 ft. TURN-TABLES, TWO WATER COLUMNS or WATER CRANES.

Irwell Works, Stanley-street, Salford, Manchester.

MORRIES STIRLING'S PATENT CAST AND MALLEABLE IRON.—The TOUGHENED CAST-IRON, for GIRDERS, SHAFTINGS, ROLLS, PINIONS, RAILWAY WAGON WHEELS, ENGINE CYLINDERS, HYDRAULIC CYLINDERS, and for all purposes where a strong, dense iron is required, CAN BE PROCURED of the following brands:—

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RAILS OF (OR SURFACED WITH) PATENT HARDENED IRON, CAN BE ORDERED direct from the following WORKS:—

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For durability, these rails have never been surpassed. They wear out several sets of ordinary rails, and do not laminate.

Full information, and terms for use of patent right, can be obtained of Messrs. CONNELL and HOPE, 3, Princes-street, Westminster; and of Mr. S. THORNTON, Bradford-street, Birmingham. Mr. THORNTON also receives orders for Mr. MORRIES STIRLING'S Patent Iron and Rails.

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For LICENSES to USE the above process, apply to ROBERT LONGDON, Jun., 63, King-street, Manchester.

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MESSRS. R. AND W. JOHNSON AND CO., of BRADFORD IRONWORKS, NEAR MANCHESTER, can with the greatest confidence RECOMMEND their BEST DOUBLE WORKED SELECTED CHARCOAL SCRAP IRON, as SUPERIOR to ANY ARTICLE ever offered.—For prices, &c., apply to Mr. J. HORSLEY, iron and metal agent, Barlow's-court, Market-street, Manchester.

SHORT LINKED TESTED CHAIN SUPPLIED, made from the above iron.

PATENT SAFETY FUSE.—The GREAT EXHIBITION PRIZE MEDAL was AWARDED to the MANUFACTURERS of the ORIGINAL SAFETY FUSE, BICKFORD, SMITH, DAVEY, and PRYOR, who beg to inform Merchants, Mine Agents, Railway Contractors, and all persons engaged in Blasting Operations, that, for the purpose of protecting the public in the use of a genuine article, the PATENT SAFETY FUSE *has now a thread wrought into its centre*, which, being patent right, infallibly *distinguishes it from all imitations*, and ensures the continuity of the gunpowder.

This Fuse is protected by a Second Patent, is manufactured by greatly improved machinery, and may be had of any length and size, and adapted to every climate.

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MESSRS. McNICOLL AND VERNON'S PATENT STEAM TRAVELLING CRANE.

This machine will be found invaluable at the GOODS DEPOTS of RAILWAYS, in the ERECTION of LARGE BUILDINGS, VIADUCTS, BRIDGES, &c., in IRON FOUNDRIES, STONEMASONS' YARDS, QUARRIES, SAW-MILLS, TIMBER YARDS, or in any place where the hoisting, piling, and conveying of heavy weights is necessary. ONE of them will do MORE WORK with two men than TWO ORDINARY TRAVELLING CRANES with five men each. Any ORDINARY TRAVELLING CRANE can be ALTERED to the PATENT PLAN.

The following are some of the parties who have used the cranes, viz.:—

Executors of the late Messrs. Samuel Ellis & Co., Ironfounders, Manchester	1 crane.
The Hull Dock Company	1 "
Messrs. Joseph Whitworth and Co., Tool Makers, Manchester	1 "
Messrs. Joseph Dowson and Co., Saw-Mill Proprietors, Lambeth	1 "
John Jay, Esq., Contractor, London	1 "
Messrs. Peto, Brassey, and Betts, Contractors, London	6 "
Messrs. John McNicoll and Co., Saw-Mill Proprietors, Liverpool	4 "

Applications for licenses and for estimates to be made to Mr. JOHN VERNON, Engineer and Iron Shipbuilder, Brunswick Dock, Liverpool.

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PATENT LEVER BREAK, FOR RAILWAY WAGONS, doing away with the objectionable break rack. Can be APPLIED to EXISTING STOCK at a TRIFLING EXPENSE. Royalty moderate. Models can be seen at 34, Great George-street, Westminster; and the breaks in action at the works of the Railway Carriage Company; at the Peterboro' Station, on the Eastern Counties Railway; the Rugby Station, London and North-Western Railway; the Cardiff Docks Station, Taff Vale Railway; and at the Works, Oldbury, near Birmingham, where all communications are requested to be sent.

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HOT-BLAST FURNACE TUYERES, with sockets, 36s. each, without sockets, 35s. each; SMITHS' FORGE TUYERES, with sockets, 16s. each, without sockets, 15s. each; delivered at Chesterfield Station.

MINING STEAM-ENGINES.

TO BE LET ON HIRE, OR FOR SALE,

PATENT PORTABLE STEAM-ENGINES,

From 6 to 20-horse pow., & upwards,

SUITABLE FOR

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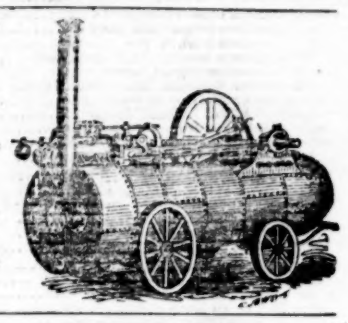
Apply to T. CRESSWELL, Engineer, 92, Blackfriars-road,

WHERE THEY MAY BE SEEN.



HALEY'S PATENT LIFTING JACK,

MANUFACTURED BY THE INVENTOR,

JOSEPH HALEY,

ALBION STREET, GAYTHORN, MANCHESTER.

SCREW JACKS, SHIP JACKS.

SLIDE AND CENTRE LATHES, PLANING, SHAPING, BORING, DRILLING, SCREWING, WHEEL CUTTING, AND OTHER MACHINES.

RIVET MAKING MACHINES.

TO ENGINEERS, MILL OWNERS, AND OTHERS.

MANUFACTURERS OF

VULCANIZED AND UNVULCANIZED INDIA RUBBER IN EVERY FORM. Buffer, Bearing, and Carriage Springs, Valves for Marine and Land Engines, Tubing and other Appliances for Scientific purposes.

ELASTIC CANVAS AND INDIA RUBBER STEAM PACKING, which Wears six times longer, Economises Labour and Tallow, is always ready for Use, and causes less Friction than any other Packing.

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S. W. SILVER and Co., 3 and 4, Bishopsgate-street, opposite the London Tavern.

MAPPIN'S DRESSING CASES AND TRAVELLING BAGS.—MAPPIN BROTHERS (Manufacturers by Special Appointment to the Queen) are the only Sheffield makers who supply the consumer in London. Their London Show Rooms, 67 and 68, KING WILLIAM STREET, LONDON BRIDGE, contain by far the LARGEST STOCK OF DRESSING CASES, and LADIES' and GENTLEMEN'S TRAVELLING BAGS, in the world, each article being manufactured under their own superintendence.

MAPPIN'S GUINEA DRESSING CASE, for gentlemen.
MAPPIN'S TWO GUINEA DRESSING CASE, in solid leather.
LADIES' TRAVELLING and DRESSING BAGS, from £2 12s. to £100 each.
GENTLEMEN'S ditto ditto, from £3 12s. to £80.

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Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
5120	Alfred Consols (cop.), Phillack* [S.E.]	£2 11 10	£ 8½ ..	8¾ 8⅞	£19 3 0	£0 4 0—Aug. 15, 1858.
1624	Balleswidden (tin), St. Just	11 5 0	5 ..		12 5 0	0 5 0—Jan. 1, 1854.
10000	Bamptyide (copper), Devon	0 12 6	1⅛ ..		0 0 7½	0 0 7½May 12, 1858.
4000	Bedford United (copper), Tavistock†	2 6 8	6⅝ ..		10 3 0	0 4 0—June 18, 1858.
240	Boscean (tin), St. Just	20 10 0	65 ..		21 0 0	3 0 0—Sept. 4, 1857.
200	Botallack (tin, copper), St. Just*	91 5 0	170 ..		425 15 0	2 10 0—Aug. 17, 1858.
1200	Brightside and Froggatt Grove, Derbyshire	3 0 0	3½ ..		3 0 0	3 0 0—April 30, 1856.
100	Brynford Hall (lead), Flintshire	25 0 0	50 ..		13 0 0	5 0 0—July 31, 1856.
1000	Bryntail, Llanidloes, Montgomeryshire	7 15 0	1½ ..		0 5 0	0 5 0—July 1, 1856.
400	Budnick Consols (tin), Perran	2 2 6	4½ ..		0 10 0	0 10 0—March 26, 1857.
6000	Bwich (silver-lead), Cardiganshire	3 5 6	1¼ ..		0 2 6	0 2 6—July 30, 1856.
4096	Calstock Consols (copper)	5 0 0	6½ ..	5¾ 5¾	0 2 6	0 2 6—Dec. 23, 1857.
1000	Carn Brea (copper, tin), Illogan	15 0 0	54 ..	52 54 x d	243 10 0	2 0 0—Aug. 5, 1858.
2048	Carnyorth (tin), St. Just	4 10 0	6 ..		0 15 0	0 3 0—June 16, 1856.
200	Cefn Cwm Brwyno (lead), Cardiganshire	33 0 0	43 ..		5 0 0	2 0 0—March 25, 1858.
2000	Collacombe (copper), Lamerton	5 0 0	15 ..		2 5 0	0 8 0—Dec. 2, 1857.
256	Condurrow (copper, tin), Camborne [S.E.]	20 0 0	70 ..	60	85 0 0	2 0 0—June 10, 1857.
12000	Copper Miners of England	25 0 0	27* ..		7½ per cent.	— Half-yearly.
300000	Ditto ditto (stock)	100 0 0	30 ..		1 per cent.	— Half-yearly.
1055	Craddock Moor (copper), St. Cleer	8 0 0	38½ ..		1 14 0	0 5 0—July 9, 1858.
30000	Craven Moor, Limited (lead), Yorkshire	0 10 0	¾ ..		0 0 9	0 0 9—Feb. 28, 1856.
128	Cwmystwith (lead), Cardiganshire*	60 0 0	200 ..	250	140 0 0	15 0 0—Aug. 19, 1858.
280	Derwent Mines (silver-lead), Durham	300 0 0	150 ..		122 0 0	10 0 0—June 25, 1857.
4076	Devon and Cornwall (copper)	4 6 3	9 ..		0 7 6	0 2 6—April 20, 1858.
1024	Devon Great Consols (cop.), Tavistock* [S.E.]	1 0 0	475 ..	465 475	625 0 0	8 0 0—July 23, 1858.
672	Ding Dong (tin), Gulval†	33 15 0	16 ..		16 7 6	1 10 0—March 2, 1857.
179	Dolcoath (copper, tin), Camborne*	257 15 0	270 ..		967 0 0	7 0 0—Aug. 9, 1858.
12800	Drake Walls (tin, copper), Calstock	2 0 0	1½ ..		0 13 6	0 2 0—Sept. 11, 1857.
300	East Daren (lead), Cardiganshire*	32 0 0	115 ..		48 0 0	3 0 0—Aug. 12, 1858.
2048	East Falmouth (copper), Gwennap	2 0 0	3 ..		0 7 6	0 2 6—Jan. 25, 1858.
128	East Pool (tin, copper), Pool, Illogan*	24 5 0	175 ..		297 10 0	2 10 0—Feb. 22, 1858.
1024	East Wheal Margaret (tin, copper)	7 17 6	3 ..		0 5 0	0 5 0—Jan. 11, 1854.
5700	Exmouth (silver-lead), Christow	4 14 0	8 ..		3 15 0	0 2 6—April 27, 1858.
1400	Eyam Mining Company (lead), Derbyshire	5 0 0	38 ..		17 13 4	1 0 0—May 4, 1858.
4940	Fowey Consols (copper), Tywardreath	4 0 0	3¼ ..		41 4 3	0 6 0—Feb. 17, 1857.
4448	General Mining Co. for Ireland (cop., lead)	4 0 0	1¾ ..		1 0 8	0 3 3—June 5, 1853.
2000	Goginan (silver-lead), Cardiganshire	11 5 0	2½ ..		22 0 0	0 5 0—Sept. 5, 1850.
1024	Gonamena (copper), St. Cleer	13 15 0	12 ..		0 7 6	0 7 6—Dec. 21, 1852.
243	Grambler and St. Aubyn (copper)	109 10 0	120 ..	130 135	12 0 0	2 0 0—July 5, 1858.
6000	Great South Tolgus [S.E.] Redruth	0 14 6	16 ..	15 16	2 12 6	0 6 0—Aug. 19, 1858.
26666	Great Wheal Vor (tin, cop.), Helston [S.E.]	8 7 6	1¾ ..	1½ 2	0 5 0	0 5 0—Oct. 22, 1855.
119	Great Work (tin), Gernoe	100 0 0	110 ..		221 10 0	7 10 0—Feb. 27, 1857.
1024	Herodsfoot (lead), near Liskeard	8 10 0	7½ ..	6½ 7	4 7 6	0 12 6—June 11, 1858.
6000	Hingston Down Consols (copper), Calstock	3 12 6	3½ ..	3¼ 3½	2 16 0	0 2 6—Nov. 25, 1856.
2000	Holyford (copper), near Tipperary	11 0 0	8¾ ..		4 2 6	0 5 0—Jan. 28, 1857.
2560	Isle of Man, Limited (lead)†	25 0 0	42 ..		58 8 3	1 0 0—June 22, 1858.
76	Jamaica (lead), Moid, Flintshire	3 13 6	— ..		380 0 0	5 0 0—March 10, 1851.
20	Laxey Mining Company, Isle of Man	100 0 0	1000 ..		1420 0 0	50 0 0—June 30, 1857.
160	Levant (copper, tin), St. Just	2 10 0	120 ..		1071 0 0	5 0 0—Aug. 17, 1858.
5000	Lewis Mines (tin, copper), St. Erth	8 1 11	2 ..		0 10 0	0 10 0—Dec. 20, 1855.
400	Lisburne (lead), Cardiganshire, Wales*	18 15 0	120 ..		315 10 0	2 0 0—Aug. 5, 1858.
6000	Marke Valley (copper), Caradon	4 10 6	3 ..		0 5 6	0 3 0—Sept. 7, 1855.
5000	Mendip Hills (lead), Somerset	3 15 0	1¾ ..		1 13 6	0 6 0—May 31, 1858.
5000	Merllyn (lead), Flint	3 2 6	⅛ ..		1 11 0	0 2 6—June 22, 1853.
1800	Minera Mines, Limited (lead), Wrexham	25 0 0	125 ..		30 2 6	3 0 0—May 8, 1858.
20000	Mining Company of Ireland (cop., lead, coal)	7 0 0	15 ..		13 13 4	0 5 7—July 1, 1858.
5000	Nanteos and Penrhiw, Limited (£2½ shares)	1 17 6	1¾ ..		0 1 6	0 1 6—April 30, 1855.
6400	Nether Hearth, Westmoreland	0 7 0	1⅛ ..		0 2 0	0 1 0—May 21, 1856.
470	Newtonards Mining Company, Co. Down†	50 0 0	35 ..		55 0 0	1 0 0—July —1858.
200	North Pool (copper, tin), Pool	40 18 0	10 ..		324 0 0	2 0 0—Dec. 26, 1854.
700	North Roskear (copper), Camborne	12 0 0	23 ..	23 24	750 0 0	4 0 0—Sept. 26, 1853.
6000	North Wheal Basset (cop., tin), Illogan* [S.E.]	*nil.*	10 ..	9 9½	14 7 0	0 8 0—Feb. 24, 1858.
6400	Par Consols (copper), St. Blazey [S.E.]	1 2 6	17½ ..	16 17	32 5 0	0 11 0—July 6, 1858.
500	Peak United (lead), North Derbyshire	7 15 0	2½ ..		4 10 0	0 10 0—April 12, 1856.
200	Phœnix (copper, tin), Linkinghorne	100 0 0	370 ..		269 10 0	25 0 0—May 5, 1858.
1000	Polberro (tin), St. Agnes (Preferential)	15 0 0	5 ..		18 11 9	1 0 3—July 11, 1857.
1772	ditto ditto (Old and ditto)	—	5 ..		1 0 0	0 10 0—March 2, 1858.
560	Providence Mines (tin), Uny Lelant†	20 13 2	65 ..	62 64	74 4 6	2 0 0—May 27, 1858.
2500	Rhoswydel and Bacheiddon (lead)	11 5 0	12 ..		0 16 0	0 3 0—July 21, 1858.
512	Rosewarne United (copper, tin), Gwinear*	12 0 0	25 ..	24 25	32 10 0	1 10 0—June 8, 1857.
15000	Ruardean Colliery Company, Limited	0 5 0	⅛ ..		0 0 10½	0 0 6—Feb. 4, 1858.
12000	Sortridge Consols (cop.), Whitchurch [S.E.]	0 6 0	1 ..	⅜ 1	0 10 0	0 2 6—July 27, 1857.
256	South Caradon (copper), St. Cleer* [S.E.]	2 10 0	405 ..	395 405	530 0 0	10 0 0—July 27, 1858.
128	South Crinnis (copper), St. Austell	19 0 0	285 ..		60 0 0	20 0 0—June 18, 1855.
512	South Tolgus (copper), Redruth, Cornwall	8 0 0	60 ..	62 65	76 0 0	1 0 0—Aug. 5, 1858.
496	South Wheal Frances, Illogan* [S.E.]	18 18 9	210 ..	200 205	301 5 0	7 0 0—July 5, 1858.
1024	Spearne Consols (tin), St. Just, Cornwall	3 12 0	1½ ..		8 8 6	0 2 6—Dec. 10, 1853.
280	Spearne Moor (copper), St. Just†	23 7 8	15 ..		4 5 0	0 10 0—June 13, 1856.
970	St. Anbyn and Grylls (cop., tin), Breage	6 8 4	4½ ..		0 17 6	0 7 6—April 1, 1852.
20000	St. Day United (tin and copper)	2 0 0	¾ ..		0 3 6	0 1 0—Feb. 23, 1858.
476	St. Ives Consols (tin), St. Ives	16 0 0	30 ..		917 10 0	1 10 0—Aug. 17, 1858.
9600	Tamar Consols (silver-lead), Beeralston [S.E.]	4 10 0	¾ ..	⅝ ¾	4 13 6	0 2 6—Feb. 7, 1856.
6000	Tincroft (copper, tin), Pool, Illogan [S.E.]	9 0 0	4 ..		8 13 6	0 10 0—Feb. 18, 1858.
572	Trelyon Consols (tin), St. Ives	11 10 0	9½ ..		1 15 0	1 0 0—Feb. 21, 1854.
120	Trethellan (copper), Gwennap, Cornwall	15 10 0	15 ..		403 13 6	2 10 0—April 29, 1851.
4096	Treweatha (silver-lead), Menheniot, Cornwall	2 14 0	1¼ ..		1 12 0	0 3 0—April 2, 1857.
100	Trumpet Consols (tin), near Helston	95 0 0	12½ ..		55 0 0	5 0 0—Dec. 20, 1854.
400	United Mines (copper), Gwennap [S.E.]	40 0 0	60 ..	82½	61 5 0	2 0 0—Feb. 12, 1856.
20000	Vale of Towy (lead), Carmarthen [S.E.]	0 12 6	1 ..		0 5 9	0 1 0—July 8, 1858.
512	Wendron Consols (tin), Wendron	23 7 8	35 ..		2 0 0	1 0 0—Sept. 22, 1857.
6000	West Basset (copper), Illogan* [S.E.]	1 10 0	24 xd..	21 22	14 1 0	0 14 0—July 28, 1858.
256	West Caradon (copper), Liskeard [S.E.]	20 0 0	100 ..		287 5 0	2 0 0—May 26, 1858.
512	West Damsel (copper), Gwennap	12 17 0	115 ..		22 0 0	2 0 0—July 20, 1857.
6400	West Fowey Consols (tin and copper)	7 0 0	8¼ ..		0 2 6	0 2 6—March 5, 1858.
1024	West Providence (tin), St. Erth†	2 11 7	3 ..		33 1 9	0 10 0—April 8, 1857.
400	West Wheal Seton (copper), Camborne*	38 10 0	300 ..	280 300	132 0 0	7 10 0—Aug. 17, 1858.
1228	Wheal Arthur (copper), Calstock	9 5 0	4 ..		6 10 0	0 10 0—Oct. 25, 1855.
240	Wheal Bal (tin), St. Just	15 0 0	18 ..		2 10 0	0 10 0—May 11, 1858.
512	Wheal Basset (copper), Illogan* [S.E.]	5 2 8	190 xd..	200	495 10 0	6 0 0 -Aug. 3, 1858.
256	Wheal Buller (copper), Redruth* [S.E.]	5 0 0	182 ..	180 190	885 0 0	7 10 0—July 20, 1858.
1024	Wheal Charlotte, Perranuthnoe	5 3 4	7 ..		1 10 0	0 10 0—Sept. 8, 1855.
250	Wheal Clifford (copper), Gwennap	—	260 ..		42 0 0	3 0 0—Oct. 26, 1857.
4096	Wheal Edward (copper), Calstock [S.E.]	5 10 0	4½ ..	3¾ 4	6 5 0	0 5 0—March 30, 1858.
5000	Wheal Fortescue (copper), Bodmin	*nil.*	1 ..		0 2 4	0 1 6—Jan. 14, 1856.
128	Wheal Friendship (copper), Devon	50 0 0	80 ..		2385 10 0	10 0 0—Feb. 11, 1858.
1024	Wheal Gryills (copper, tin), Breage	0 4 0	½ ..		0 2 0	0 2 0—Feb. 24, 1857.
512	Wheal Jane (silver-lead), Kea	3 10 0	20 ..		8 10 0	1 10 0—Oct. 16, 1857.
5000	Wheal Kitty (tin), St. Agnes	4 10 0	4 ..		0 6 0	0 3 0—March 24, 1857.
1024	Wheal Kitty (tin), Uny Lelant† [S.E.]	1 7 2	7½ ..	8	6 0 0	1 0 0—Sept. 17, 1857.
430	Wheal Lovel (tin), Wendron	23 0 0	5 ..		31 0 0	1 0 0—Sept. 5, 1856.
448	Wheal Margaret (tin), Uny Lelant	19 15 0	62½ ..	60 62	87 10 0	2 10 0—May 23, 1858.
1024	Wheal Mary Ann (lead), Menheniott [S.E.]	8 0 0	47 ..	46½ 47½	35 17 6	2 5 0—June 8, 1858.
80	Wheal Owles, St. Just, Cornwall	70 0 0	300 ..		220 13 0	5 0 0—Aug. 2, 1857.
240	Wheal Reeth (tin), Uny Lelant	39 10 0	27½ ..		40 10 0	3 0 0—Aug. 23, 1852.
198	Wheal Seton (tin, copper), Camborne*	107 0 0	135 ..		286 10 0	2 0 0—Oct. 12, 1857.
1040	Wheal Trelawny (silver-lead), Liskeard [S.E.]	4 10 0	25 ..		33 10 0	1 0 0—July 26, 1858.
1024	Wheal Tremayne (tin, copper), Gwinear	11 2 6	1⅛ ..		10 2 6	0 7 6—Jan. 11, 1854.
4096	Wheal Wrey (lead), St. Ives†	1 9 0	3¾ ..		2 12 6	0 2 6—Dec. 22, 1857.
5000	Wicklow (copper), Wicklow	5 0 0	40 xd..		30 5 6	1 10 0—July 16, 1858.

[* Dividends paid every two months. † Dividends paid every three months.]

FOREIGN MINES.

10000	Alten and Quænangen United (cop.), Norway	16 10 0	6 ..		£ 4 5 0	£0 15 0—Nov. 21, 1853.
2464	Burra Burra (cop.), South Australia	5 0 0	135 xd..		195 0 0	5 0 0—March 3, 1858.
12000	Cobre Copper Company (cop.), Cuba [S.E.]	40 0 0	42 ..	40 42	86 12 0	1 0 0—Jan. 26, 1858.
10000	Copiapo Mining Company, Chili [S.E.]	16 0 0	13 ..	11½ 12¼	5 18 0	0 10 0—March 19, 1858.
7000	English and Australian	5 0 0	1⅜ ..	1¼ 1⅜	0 7 6	0 2 6—Feb. 23, 1858.
30000	General Mining Assoc., Nova Scotia [S.E.]	15 0 0	20 ..	19 20	11 2 6	0 17 6—June 22, 1858.
15000	Linares (lead), Pozo Ancho, Spain [S.E.]	3 0 0	9¾ ..	9¼ 9¾	5 10 6	0 8 4- March 30, 1858.
10000	Lusitanian (of Portugal) [S.E.]	1 15 0	⅞ ..		6 8 9	0 2 6—June 10, 1858.
103815	Mariquita and New Granada [S.E.]	1 0 0	1 ..		6 6 6	0 1 6—July 29, 1858.
10000	Pontribaud (silver-lead), France [S.E.]	20 0 0	7 ..		1 0 0	1 0 0—June 26, 1855.
7000	Royal Santiago (copper), Cuba [S.E.]	16 15 0	1 ..		33 0 0	1 5 0—July 12, 1848.
11000	St. John del Rey (Limited), Brazil	15 0 0	11½ ..	11 12	35 7 6	1 0 0—June 19, 1857.
43174	United Mexican (silver), Mexico [S.E.] Av.	28 5 0	3¾ ..	3	1 16 6	0 4 0—Feb. 14, 1853.
183676	North British Australasian [S.E.]	1 0 0	⅞ ..		0 3 11	0 1 3—Feb. 25, 1857.

NON-DIVIDEND FOREIGN MINES.

Shares.		Paid.	Last Price.	Present.
20000	Acadian Charcoal Iron [L.]	7 0 0	6 ..	
20500	Australian (copper) [S. E.]	7 5 0	⅝ ..	⅛ ⅛
75000	Bon Accord (copper) [L.]	0 10 0	1⅛ ..	⅞ ⅞
10000	Brazilian Land & Mining [L.]	5 0 0	2¼ ..	1¾ 2¼
6000	Central American (silver) [L.]	5 0 0	— ..	
25000	Central Italian (copper) [L.]	2 0 0	— ..	
50000	Clarendon Cons. (cop.) [S. E.]	0 12 6	.. 4s. 6d.	
53040	Cologne Mining Co. (lead)	1 4 0	¼ ..	
10000	Copiapo Smelting [L.]	10 0 0	12 ..	11½ 12½
75000	Dun Mountain (copper) [L.]	1 0 0	⅛ ..	⅛ ⅜
15000	East Indian Coal [L.]	10 0 0	10 ..	
20000	Ellerslie & Bardowie, Jamaica	0 14 0	1½ ..	
2000	English Ridge, Newfnd. [L.]	0 10 0	5 ..	
25000	Fortuna (lead)	2 0 0	2¼ ..	1⅞ 2⅛
10000	Gt. Barrier Land, Mining, &c.	1 10 0	1½ ..	
2309	Kinnigthal Min. Ass., Germ.	4 0 0	1 ..	
25000	Levant Mineral [L.]	10 0 0	1 ..	
40000	London and Virginia (gold)	1 0 0	1 ..	
80000	Mount Carbon (coal), Virginia	1 0 0	⅛ ..	
1000	Mount Gabriel Mineral [L.]	10 0 0	— ..	
60000	New Granada (gold) [S. E.]	1 0 0	⅜ ..	⅛ ⅛
10000	New Grand Duchy of Baden	0 12 6	2⅝ ..	
50000	Newfound. Min. Ass. [L.]	0 2 0	⅛ ..	
5000	New Holtzappel Mining [L.]	1 0 0	1 ..	
16000	Nouveau Monde (cop.) [S.E.]	1 0 0	⅛ ..	
65000	Piedmontese (copper) [L.]	1 0 0	— ..	
100000	Port Phillip (gold)	1 0 0	7⅛ ..	⅜ ½
50000	Quartz Reduction [L.]	1 0 0	¾ ..	
6000	Reesie and Canada (lead)	10 10 0	— ..	
47795	Strathalbyn (copper) [L.]	1 0 0	— ..	
7820	Ditto, Preference, 10 per cent.	1 0 0	— ..	
2000	Turk's Head (copper) [L.]	0 10 0	5 ..	
1000	Western African Malachite	85 0 0	80 ..	
25425	Wheal Jamaica (copper)	0 17 0	18s. ..	
75000	Wildberg (silver-lead, copper)	2 0 0	½ ..	
100000	Worthing (copper) [L.]	0 14 0	5s.6d..	5s. 5s.6d.

PROGRESSIVE MINES.

Shares.		Paid.	Last Price.	Present.
6000	Abbey Consols (id.) Cardigan	0 18 6	1 ..	
10000	Amarrack (copper), Phillack	1 0 0	1½ ..	
256	Antron Consols (cp.), St. Erth	9 7 3	8 ..	
1000	Ashburton United (copper)	4 0 0	4 ..	
10000	Ballymoneen (copper)	2 0 0	— ..	
4000	Ballyvirgin (lead) [L.]	4 5 0	2¾ ..	
10000	Bampfylde (copper), Devon	0 12 6	1 ..	
1000	Barf (lead), Keswick	1 5 6	3⅜ ..	
1024	Basset Consols, Illogan	1 10 0	1 ..	
6000	Basset Graze Unid (cp.), Kea	1 10 0	— ..	
6000	Bedford Consols (copper)	1 0 0	⅛ ..	⅜ ⅛
506	Bell and Lanarth, Gwennap	16 15 0	5¼ ..	4½ 5
2000	Berehaven (cop. Ireland	1 0 0	1¼ ..	
256	Berriow Consols (lead)	14 16 0	8 ..	
5000	Boiling Well (cp.), Gwithian	3 10 0	1¾ ..	
20000	Bog (lead), Salop [L.]	1 10 0	— ..	
6000	Bolenowe (copper)	1 17 6	1 ..	
1258	Boscaswell (tin and copper)	—	5 ..	
20000	Bream Iron Mining Co. [L.]	0 10 0	⅛ ..	
1120	Bridfor' Consol	8 8 0	7¼ ..	
5000	Bristol & Fore of Dean [L.]	1 0 0	— ..	
4000	Brook Wood, B ckfastleigh	0 12 6	1 ..	
2000	Brownlow (4l. s. paid) [L.]	4 0 0	5⅛ ..	6¼

Shares.		Paid.	Last Price.	Present.
2048	Ponterwyd (lead), Cardigan	3 10 0	2¾ ..	
2400	Porkellis United (tin) [S.E.]	9 0 0	2¾ ..	
560	Pwll-y-Wheel (lead), Mold	7 12 0	12 ..	
4096	Queen of Dart, Ashburton	0 10 0	⅜ ..	
5000	Ramsley Hill (cp.) Stickiepath	1 5 0	— ..	
3896	Raven Rock (cop.), Buckland	0 7 6	⅛ ..	
600	Redhill Mining [L.]	10 0 0	— ..	
12000	Redmoor (copper and tin)	0 2 0	⅛ ..	
4096	Respryn (copper)	0 3 6	⅜ ..	
5000	Ritton Castle Mining [L.]	1 4 6	1¼ ..	
10000	River Tamar Copper [L.]	0 5 0	⅛ ..	
6000	Rosewall Hill & Ransom Utd.	2 0 0	2⅛ ..	
4096	Rosewarne Consols (copper)	1 18 0	⅜ ..	
1024	Rosewarne & Herland United	2 10 0	5¼ ..	
5000	Round Hill (cop., id.), Sa.op	2 5 6	1⅝ ..	
15000	Ruardean Colliery [L.]	0 5 0	⅛ ..	
6000	Severn Mines (lead) [L.]	1 6 6	⅛ ..	
4000	Sithney Wheal Buller (tin)	4 7 0	7 ..	
200	Shropshire Blackwood [L.]	5 0 0	4 ..	
512	South Basset (cop.), Gwennap	2 0 8	5 ..	4⅛
1300	South Bog (id.), Shrop. [L.]	5 12 6	⅜ ..	
6400	So. Buller & W. Penstruthal	0 10 0	2⅛ ..	
6000	So. Carn Brea (cop.) [S. E.]	2 9 0	3¼ ..	3 3½
6000	South Clifford Utd., Gwennap	0 10 0	1 ..	
6144	S. Condurrow (tin, cp.) Camb.	0 11 6	⅛ ..	
3502	So. Crenver (cop), Wendron	6 3 2	1¼ ..	
6000	South Crowndale (copper)	— ..	⅛ ..	
6000	South Cuddra (cop.), St. Aust.	0 16 0	1 ..	
6000	S. Dolcoath & Carnarthen Con.	1 10 0	2 ..	
256	South Garras, Kenwyn	26 0 0	94 ..	80
2000	South Gorland (cop.), Redruth	5 0 0	1 ..	
2000	South Herland and Relistian	1 0 0	2 ..	2½
6000	South Lady Bertha (copper)	0 16 0	⅜ ..	
512	South Penhaldarva (lead)	3 0 0	5 ..	⅛
5537	So. Phœnix (cop.) Linkin	4 10 0	3½ ..	
1024	So. Providence (tin), Sithney	3 7 0	5 ..	
4096	S. Wh. Betsy, near Tavy, Dev.	0 3 0	⅛ ..	
1105	So. Wh. Crofty (cop.), Illogan	1 18 10	4¼ ..	
1024	S. Wh. Elien (cp.), St. Agnes	6 8 4	3 ..	
400	So. Wh. Seton (cop.), Camb.	9 0 0	10 ..	
6000	So. Wh. Wrey (lead), St. Ive	0 1 6	⅛ ..	
4000	Snow Brook, Plynlim. [L.]	2 0 0	2 ..	
5208	St. Austell Consols (tin, &c.)	3 6 0	1 ..	
60	Staffordshire Iron Ore [L.]	100 0 0	— ..	
1000	Stoney Way [L.]	1 0 0	1¼ ..	
920	Stray Park (cop and tin)	12 5 3	2 ..	
6000	Sunny Side (id., Iron), Durham	1 0 0	2 ..	
1280	Swanpool (lead), Budock	12 18 7	3 ..	
5000	Talliesin (silver-lead) [L.]	5 0 0	— ..	
20000	Tassan Mining (lead) [L.]	1 0 0	— ..	
2554	Tavy Con. (cop.), near Tavis.	5 14 6	⅜ ..	
6400	Tees Side (id.), Cumberland	1 11 6	⅛ ..	
1060	Tokenbury Consols, Liskeard	10 2 0	1 ..	
6000	Tolvadden (cop.), Marazion	— ..	6 ..	4¼
4000	Tracton Silver-Lead [L.]	1 3 0	1 ..	
1024	Trebarvah (cop.), Perranuth	10 8 4	1 ..	
5000	Treburgett, Crowan [L.]	5 0 0	5 ..	
6000	Tregarlock (lead) St. Teath	0 4 0	10s. ..	10s.
2048	Trehane (sil.-id.), Menheniot	0 15 0	⅜ ..	
5000	Treloweth (cop.), St. Erth	4 8 6	5 ..	
6000	Trelucky (copper), Cuby	0 5 0	⅛ ..	
2000	Treselyn (tin, cop.), Altarnun	1 2 6	— ..	
5600	Trevenen and Tremenheere	3 15 0	1 ..	
3000	Tremoor Consols, St. Austell	0 10 0	1 ..	
8000	Tretoil & Messer Utd. (c.,tin)	1 0 0	1⅛ ..	
6000	Trevone Consols, Padstow	5 2 0	⅜ ..	
1024	Trevoole, Crowan, Cornwall	10 0 0	10 ..	
6400	Trewane United (silver-lead)	1 5 0	1 ..	
6400	Tyne Head (silver-lead) [L.]	0 5 0	⅛ ..	
4000	Tyn-y-Worglodd (slate), Car.	5 15 0	7s. 6d..	
6000	Virtuous Lady & Wh. Bedford	0 13 6	— ..	
5085	United Mines (cp., &c.), Tav.	1 0 0	⅛ ..	
200	Waenlas (lead), Denbigh	7 10 0	25 ..	
960	Wendron United (tin)	1 14 0	2⅛ ..	
1024	W. Alfred (cop.), Phillack	34 17 4	30 ..	
2000	West Crinnis & Regent United	6 7 6	5½ ..	
1080	West Cupid (tin), Redruth	2 5 0	2 ..	
4000	West Dolcoath (copper) [L.]	1 0 0	1 ..	
6000	West Grenville (cop.), Camb.	0 11 0	½ ..	9s. 11
25000	West Par Con. (cp.) St. Blazey	1 6 0	⅜ ..	
854	West Porkellis (tin), Wendron	0 10 0	1 ..	
1024	West Rosewarne United (cop.)	6 17 6	2 ..	
256	West Sharp Tor (cop.) Illiaton	43 0 0	30 ..	
6000	West Snail Beach (lead)	1 0 0	⅛ ..	
1056	West Stray Park (cop.), Camb.	2 15 0	5 ..	
1024	W. Ting Tang (cop.), Gwennap	0 5 0	1 ..	
5120	West Tolvadden (cop., tin)	0 4 0	2¼ ..	
1879	West Trevelyan, tin & copper	5 0 0	1¼ ..	
512	West Wheal Frances, Illogan	43 10 0	11 ..	12 13
10000	West Wheal Jane (tin, &c.)	2 10 6	⅜ ..	
2560	W. Wh. Reeth (tin), Uny Lel.	1 0 0	1⅜ ..	
500	W. Wh. Towan (tin), Redruth	40 0 0	— ..	
4000	Wheal Addams (cop. & lead)	0 11 0	1¼ ..	1 1¼
6000	Wheal Agar (copper), Illogan	1 16 0	2 ..	
6000	Wh. Amery (l. & c.), Christow	0 5 0	⅜ ..	
1024	Wheal Annie (cop.), Gwinear	2 2 8	¾ ..	
12000	Wheal Bray (cop.), Altarnun	1 2 0	1⅜ ..	
256	Wheal Cherry (tin), Lelant	10 10 0	10½ ..	
512	Wh. Clinton (id.), Falmouth	12 0 0	10 ..	
512	Wh. Coates (tin), St. Agnes [L.]	5 0 0	2 ..	
1024	Wheal Constance (silver-lead)	5 12 6	6 ..	
6000	Wheal Crebor (copper)	4 5 0	1 ..	
5120	Wheal Cupid (cop.), Redruth	3 6 0	2 ..	
6000	Wheal Eliza (cop.), Whitch.	1 0 0	⅛ ..	
1024	Wheal Elien (cop.), St. Agnes	5 7 0	2¼ ..	
1060	Wheal Emily (cop.), Gwithian	2 0 0	10 ..	
4000	Wh. Emma (cp) Buckfastleigh	0 17 6	7 ..	8
12000	Wh. Emma Exten. (cop.) Buck	0 1 6	— ..	⅛
1070	Wheal Enys (tin), Wendron	18 1 4	10 ..	
6000	Wheal Florence (sil.-id